Administration Report on Railways in India for 1899-1900 (Parts I & II)

00134497

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

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$$\frac{26}{\frac{56}{11}}$$

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

134497

BY

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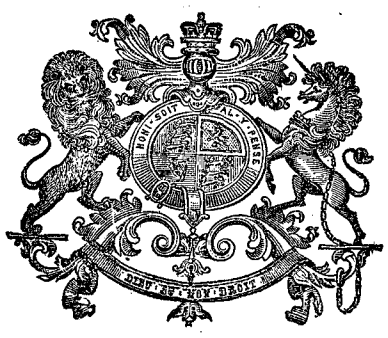
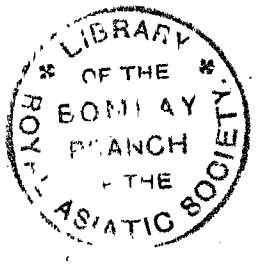
PUBLIC WORKS DEPARTMENT, RAILWAYS.

PART I. & II





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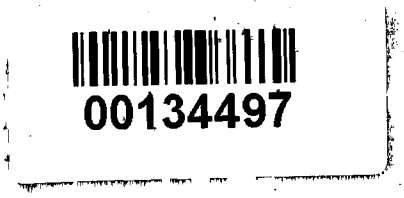
Dated the 1st June 1900.



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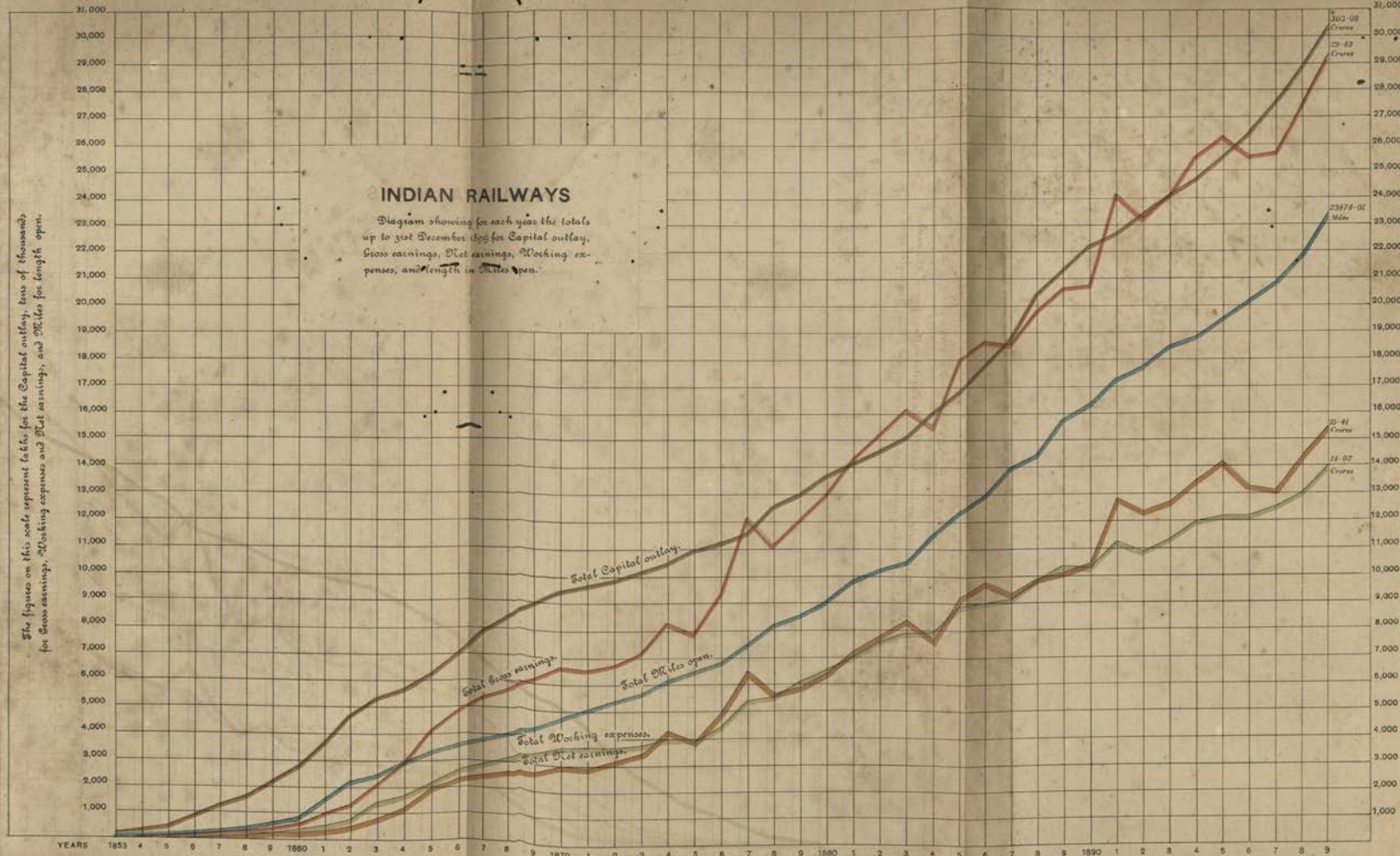

INDIAN RAILWAYS
Diagram showing for each year the totals up to 31st December 1909 for Capital outlay, Gross earnings, Net earnings, Working expenses, and Length in Miles open.
The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings, Working expenses and Net earnings, and Miles for length open.
Total Capital outlay.
Total Gross earnings.
Total Miles open.
Total Working expenses.
Total Net earnings.
363·08 Crores
29·63 Crores
23474·01 Miles
15·41 Crores
11·02 Crores
YEARS
1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5 6 7 8 9 1890 1 2 3 4 5 6 7 8 9

* As per details in Chapter VII, paragraph 1, of the Administration report — Crores. 311·17

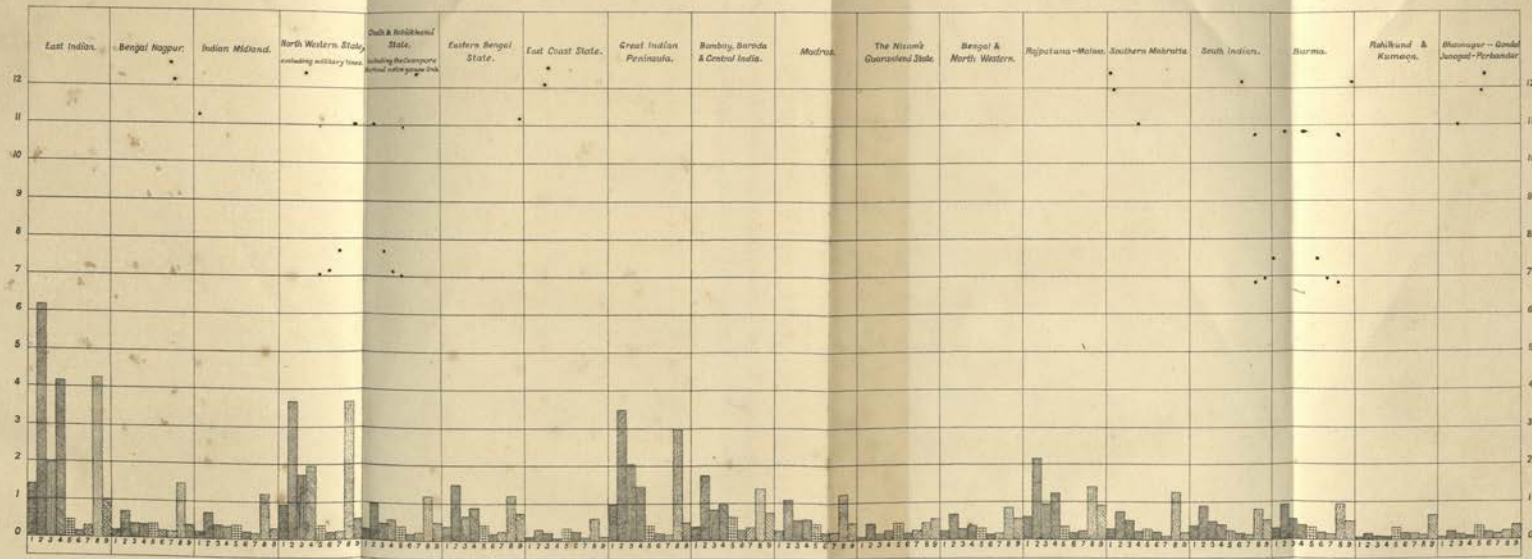
Deduct—Total difference due to premia on lines purchased as per foot-note (*) on the 1st and 2nd pages of Statement No. 17 — 8·09

363·08

Litho. S. I. O., Calcutta.

DIAGRAM SHOWING THE REVENUE TRANSACTIONS OF THE PRINCIPAL RAILWAYS DURING 1898,
CAPITAL OUTLAY UP TO THE 31ST DECEMBER 1898,
AND TRAIN-MILEAGE RESULTS.

These figures represent:—
1. Tens of crores for Capital outlay.
2. Tens of millions or a crore for Train-mileage, Gross earnings, Working expenses, and Net earnings.
3. Tens for Gross earnings, Working expenses, and Net earnings per train-mile.
4. Tens for Percentage of Net earnings on Capital outlay.



REFERENCES.

1 Train-mileage
2 Gross earnings
3 Working expenses
4 Net earnings
5 Gross earnings per train-mile
6 Working expenses per train-mile
7 Net earnings per train-mile
8 Capital outlay
9 Per cent. of Net earnings on Capital outlay

Reg. No. 86, Works.—Apr. 01.—1,793.

Photozincographed at the Survey of India, 1898.—Calcutta.

STANDARD GAUGE (5′ 6″)

State lines worked by companies.

I.—EAST INDIAN.

	Miles.	Miles.
Howrah *viâ* chd. line to Delhi, jn. with D.-U.-K., S. P., and R.-M., rys. (*Main line*)	955·08	
Bhadreswar (17·46 miles from Howrah) to the Hooghly river bank (*Bhadreswar bch.*)	2·60	
Hooghly (23·23 miles from Howrah) to Naihâti on the E. B. S. ry. (*Hooghly bridge bch.*)	4·22	
Ondâl (115·80 miles from Howrah) to Atipur block hut (*Ondâl loop*)	31·54	
Ikrah on Ondâl loop (125·63 miles from Howrah) to Domohani (*Ikrah bch.*)	8·92	
Sitarampur (137·04 miles from Howrah) to Kátrásgarh (*Jherriah bch.*)	39·23	
Sitarampur to Domohani	*6·99	
Pandra Branch	*3·24	
Salanpur (140·20 miles from Howrah) to Shamdi (*Salanpur bch.*)	5·53	
From a point 2·05 miles from Barákar (144·52 miles from Howrah) to Chanch (*Chanch bch.*)	3·88	
Dheria Joba (171·17 miles from Howrah) to the Damoodur river bank (*Damoodur bch.*)	9·77	
Madhupur (182·38 miles from Howrah) to Kurhurbaree collieries (*Kurhurbaree bch.*)	26·70	
Mokameh (282·32 miles from Howrah) to the Ganges river (*Mokumeh bch.*)	3·70	
Bankipore (337·74 miles from Howrah) to Gya (*Patna-Gya bch.*)	57·47	
Bankipore (337·74 miles from Howrah) to Digha Ghât (*Digha Ghât bch.*)	5·53	
Dildárnagar (433·66 miles from Howrah) to Tárighât opposite Ghazipur (*Tárighât bch.*)	12·00	
Moghal Saraí (470·02 miles from Howrah) to Gya (*Moghal Sarai-Gya bch.*)	125·48	
Bárun to Daltonganj including colliery branch	*78·32	
Naini (560·46 miles from Howrah) to Jubbulpore jn. with the G. I. P. ry. (*Jubbulpore bch.*)	223·58	
Allahabad (585·01 miles from Howrah) to Fort (*Allahabad Fort bch.*)	2·34	
Cawnpore (684·43 miles from Howrah) to City (*Cawnpore City bch.*)	0·88	
Shikohabad to Farukhabad	*65·82	
Tundla (828·25 miles from Howrah) to Agra (Jumna E. bank), jn. with R. M. ry. (*Agra bch.*)	13·35	
Háthras Road to Háthras City (*bch.*)	3·58	
Khána jn. with the chd. line (74·38 miles from Howrah) to Luckeeserai (*Loop line*)	250·39	
Naihâti (44·60 miles from Howrah) to Azimganj (*Azimganj bch.*)	27·48	
Tinpahár (194·72 miles from Howrah) to Rajmehal (*Rajmehal bch.*)	7·23	
Maharajpur (209·53 miles from Howrah) to Maharajpur Ghât (*Maharajpur bch.*)	4·84	
Sákrigali (213·28 miles from Howrah) to the river Ganges (*Sakrighat bch.*)	1·39	
Sultangunge (279·28 miles from Howrah) to Sultangunge Ghât (*Sultangunge bch.*)	1·16	
Jamálpur (296·39 miles from Howrah) to Monghyr (*Monghyr bch.*)	5·68	
		1,990·52

II.—BENGAL CENTRAL. (*a*)

Dum-Dum (4·25 miles from Calcutta) to Khoolna (*Dum-Dum sec.*)	104·51	
Ránaghat (45·50 miles from Calcutta) to Bongong (*Ránaghat sec.*)	20·50	
Dum-Dum Cantonment to Pattipookur	*2·68	
		127·69

III.—BENGAL-NÁGPUR.

Ásansol jn. with E. I. ry. (131·75 miles from Howrah) *viâ* Bilaspur to Nágpur jn. with G. I. P. ry.	626·69	
Damoodur (5·10 miles Ásansol) to the Equitable Coal mines (*Sanctoria bch.*)	7·03	
Sini (97·50 miles from Ásansol) to Kola Riverside station	135·03	
Kola Riverside station to Howrah	*36·50	
Khargpur to Barang jn. with E. C. S. ry.	188·50	
Khargpur to the right bank of the Cossye river	5·75	
Right bank of the Cossye river to Bujudih	*116·64	
Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur bch.*)	30·23	
Bilaspur (371·47 miles from Ásansol) to Katni jn. with the E. I. and I. M. rys. (*Katni bch.*)	196·93	
		1,343·30

IV.—INDIAN MIDLAND.

Bhopal jn. with the Bhopal-Itársi ry. (520·39 miles from Bombay) *viâ* Jhánsi to Agra Cant.	315·52	
Bhopal jn. (57·11 miles from Itársi) to point of jn. with the Bhopal-Ujjain ry. (*bch.*)	0·21	
Bína (143·00 miles from Itársi) to Katni-Murwara (*Katni bch.*)	162·93	
Bína (143·00 miles from Itársi) to point of jn. with the Bína-Goona ry. (*bch.*)	2·00	
Jhánsi (237·60 miles from Itársi) to Mánikpur (*Mánikpur bch.*)	180·37	
Jhánsi (237·60 miles from Itársi) to Cawnpore (*Cawnpore bch.*)	135·22	
		796·25

V.—BHOPAL-ITÁRSI (*British section*).

Itársi (463·28 miles from Bombay) to the frontier of the Bhopal State	13·41

VI.—GODHRA-RUTLAM-NÁGDÁ.

Godhra (318·50 miles from Bombay) to Nágdá	141·14

VII.—WARDHA COAL.

Wardha (471·25 miles from Bombay) to Warora	44·88

VIII.—DHOND-MANMÁD.

Dhond (166·06 miles from Bombay) to Manmád	145·44

IX.—BEZWADA EXTENSION (EAST COAST STATE) (*b*)

Bezwada (19·00 miles from Gódávari North, E. C. S. railway) to Hyderabad S. E. frontier	20·58

X.—AGRA-DELHI CHORD.

Agra to Delhi	(*c*) *121·16

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* Under construction or sanctioned for construction.

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.

(*b*) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's Guaranteed State Railways Company.

(*c*) Commencement of work not yet authorized.

STANDARD GAUGE (5′ 6″)—(*contd.*)

State lines worked by the State.

XI.—NORTH WESTERN.

Main line and branches (Commercial).

	Miles.	Miles.
Ghâziabad (1,158·48 miles from Kiámári) to Pesháwar Cant.	619·84	
Lahore to Kiámári, including the Napier Mole line	821·85	
Mecan Meer East (826·00 miles from Kiámári) to Mecan Meer West (*Mecan Meer chord line*)	(*a*) 2·13	
Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (*Kotri-Rohri chord line*)	*5·30	
Rahoki (13·49 miles from Gidu Bandar) to Rohri (*Kotri-Rohri chord line*)	178·93	
Amritsar (855·30 miles from Kiámári) to Pathánkot (*Pathánkot bch.*)	66·70	
Wazirabad (885·00 miles from Kiámári) to Toba Tek Singh (*Wazirabad-Khánewal bch.*)	148·04	
Toba Tek Singh (1,028·93 miles from Kiámári) to Khánewal (*Wazirabad-Khánewal bch.*)	*57·00	
Wazirabad (885·00 miles from Kiámári) to the frontier of the Kashmir state (*Kashmir bch.*)	35·58	
Ráewind (797·25 miles from Kiámári) to Ferozepore Cant. (*Ferozepore bch.*)	33·03	
Phulji to Puranadera (*Puranadera bch.*)	2·57	
Hussainiwala (826·25 miles from Kiámári) to Ferozepore Cant. (*Branches*)	(*a*) 3·50	
Sukkur (333·31 miles from Kiámári) to Sukkur Bandar (*Branches*)	1·25	
Kotri (107·95 miles from Kiámári) to Kotri Bandar (*Branches*)	1·14	
		1,976·8

Frontier Section (Military).

Sind-Sagar railway—

Lála Músa (919·50 miles from Kiámári) *vid* Málakwál and Haranpur to Sher Shah	343·88	
Golra jn. (1,011·25 miles from Kiámári) to Khusálgarh (*Khusálgarh bch.*)	70·16	
Rasul siding	9·00	
Malakwál (904·50 miles from Kiámári) to Bhera	18·10	
Haranpur (899·00 miles from Kiámári) to Baghanwala (Rewal) (*Baghanwala bch.*)	7·88	
Chalisa jn. (896·75 miles from Kiámári) to Dandot (*Khewra bch.*)	8·51	
Kundián (792·50 miles from Kiámári) to Mári (*Mári bch.*)	36·32	
Mahmúd Kot (630·25 miles from Kiámári) to Gházi Ghát (*Dera Gházi Khán bch.*)	11·27	
		505·12

Sind-Pishin and Mushkaf-Bolan railways—

Ruk (Point No. 5) *vid* Sibi to Bostán distant signal (*Chaman extension*)	268·15	
Base of Bostán triangle loop	0·47	
Bostán to Chaman	67·19	
Nári Bank to Rindli (*Rindli bch.*)	13·81	
Sibi to Bostán *vid* Harnái	107·50	
Mithri chord (on Quetta district)	0·61	
Mithri chord (on Sukkur district)	0·75	
		458·48
Peshâwar-Jamrood railway		*12·00
Mári-Attock railway—		
Campbellpur Cant. (new station) to Basál jn. with Khusálgarh bch. of the N. W. S. ry.	18·80	
Jand (*b*) to Daud Khel (near Mári)	56·81	
		75·61
		3,028·10

XII.—HYDERABAD-SHADIPALLI.

Gidu Bandar on the Indus river near Hyderabad to Shadipalli		58·91

XIII.—OUDH AND ROHILKHAND.

Moghal Sarai (470·02 miles from Howrah) *vid* Rámpur to Saháranpur	518·19	
Benares Cant. *vid* Fyzabad to Lucknow (*Benares-Lucknow loop line*)	199·03	
Bareilly (825·02 miles from Howrah) *vid* Chandausi to Moradabad (*Bareilly-Moradabad loop line*)	70·50	
Ghâziabad to Moradabad (*chord line*)	*87·05	
Ránupáli (126·75 miles from Moghal Sarai) to Ajodhya Ghât (*Ajodhya Ghât bch.*)	3·22	
Bara Banki (191·00 miles from Moghal Sarai) to Bahramghat (*Bahramghat bch.*)	21·52	
Lucknow to Cawnpore with passenger approach to the E. I. ry. at Cawnpore (*Cawnpore bch.*)	45·45	
Chandausi (398·00 miles from Moghal Sarai) to Aligarh jn. with E. I. ry. (*Aligarh bch.*)	60·60	
Najíbabad (472·02 miles from Moghal Sarai *vid* the chord line) to Kotdwára (*Kotdwára bch.*)	15·19	
Lhaksar (498·00 miles from Moghal Sarai) to Hardwar (*Hardwar bch.*)	17·06	
		1,037·81

XIV.—EASTERN BENGAL.

(*Eastern Section.*)

Calcutta (Sealdah) to jn. with the bch. to Panchooria	145·07	
Canal jn. (2·75 miles from Calcutta) to Chitpore (*Chitpore bch.*)	2·00	
Porádaha (102·72 miles from Calcutta) to Golabnuggar (Dámukdia station) (*Porádaha bch.*)	17·89	
Rajbári (144·25 miles from Calcutta) to Goalundo (*bch.*)	4·37	
Mile 145·07 to Faridpur (*Rajbári-Faridpur bch.*)	19·33	
Belgáchhi (138·50 miles from Calcutta) to the Ganges	2·30	
Bhydea jn. to Borat (*bch.*)	3·49	
Panchooria to the Ganges (*Fakirabad line*)	*6·00	
Jagati jn. with the chord line (107·25 miles from Calcutta) to Káligunga (*Loop line*)	3·77	
		204·22

(*Southern Section.*)

Calcutta to Port Canning, including the line of jn. with Eastern sec. (*Original line*)	28·20	
Sonárpur (11·00 miles from Calcutta) to Diamond Harbour, and on towards Hara Fort (*Diamond Harbour line*)	27·96	
Ballygunge (4·25 miles from Calcutta) to Budge-Budge (*Budge-Budge extension*)	13·66	
		69·82
		274·04

XV.—CALCUTTA PORT COMMISSIONERS'.

Cossipore *vid* Chandpal Ghât to Kidderpore Docks	6·22	
Telkul Ghât Road to Bhurpara Khal at Shalimar (*Shalimar bch.*)	2·31	
		8·53

XVI.—EAST COAST.

Tadêpalli (Kistna Canal jn.), jn. with S. M. ry. to Gódávari South (*Main line*)	(*c*) 94·23	
Kistna Canal jn. (Tadêpalli) to Ennúr	252·97	
Washermenpet to Ennúr	7·00	
Bezwada Station facing points to the distant signal of the Bezwada extension (*bch.*)	0·22	
Gódávari North to Barang jn. with B. N. ry. (*Main line*)	406·35	
Gódávari bridge and approaches, Rajahmundry to Kovvúr	*4·55	
Sámalkot (32·50 miles from Gódávari North) to Cocanada Port (*Cocanada bch.*)	10·33	
Waltair (125·50 miles from Gódávari North) to Vizagapatam, including wharf and swamp lines (*Vizagapatam bch.*)	4·97	
Khurda Road (384·27 miles from Gódávari North) to Puri (*Puri bch.*)	25·34	
Temporory Puri station to New Puri station	1·84	
		807·80

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* Under construction or sanctioned for construction.

(*a*) Military lines not used for ordinary public traffic.

(*b*) The length between Basál and Jand is a part of the open mileage of the Khusálgarh branch of the North Western State railway.

(*c*) Including 2·66 miles laid on a mixed gauge and 0·33 mile on the metre gauge.

STANDARD GAUGE (5′ 6″)—(*contd.*)

Lines worked by guaranteed companies.

XVII.—GREAT INDIAN PENINSULA.

	Miles.	Miles.
Bombay (Victoria terminus) to Jubbulpore jn. with E. I. ry. (*North-East line*)	615·11	
Chálisgaon (203·48 miles from Bombay) to Dhulia (*bch.*)	*34·84	
Jalgaon (260·96 miles from Bombay) to Dhrangaon (*bch.*)	19·00	
Dhrangaon to Amalner (*bch.*)	*15·28	
Bhusaval (277·27 miles from Bombay) to Nágpur jn. with B.-N. ry. (*Nágpur bch.*)	243·25	
Gádarváda (535·33 miles from Bombay) to Gotitoria (*Mohpáni bch.*)	13·54	
Kalyán (33·19 miles from Bombay) to Ráichúr jn. with Madras ry. (*South-East line*)	408·86	
Palasdhari (63·71 miles from Bombay) to Khopoli (*Khopoli bch.*)	7·24	
		1,357·12

XVIII.—BOMBAY, BARODA AND CENTRAL INDIA.

Bombay (Colába) to Wadhwán, jn. with the Morvi and B.-G.-J.-P. rys.	389·57	
Ánand (269·50 miles from Bombay) to Godhra, jn. with G.-R.-N. ry. (*Godhra bch.*)	49·21	
Viramgám (349·75 miles from Bombay) to Khárágháda (*Pátri bch.*)	22·12	
		460·90

XIX.—MADRAS.

Madras, jn. with S. I. ry. to Calicut (*South-West line*)	413·14	
Ráyapuram to Beach	0·84	
Calicut to Baliapatam	*59·71	
Veyasarpaudy (2·16 miles from Madras) to Beach (*Ráyapuram bch.*)	3·20	
Walajah Road to Ranipet (*Ranipet bch.*)	4·17	
Jalarpet (132·00 miles from Madras) to Bangaloro City, jn. with Mysore section (S. M. ry.) (*Bangalore bch.*)	86·42	
Pódanúr (301·72 from Madras) to Máttupálaiyam (*Nilgiri bch.*)	25·75	
Olavakkót (332·07 miles from Madras) to Pálghat Town (*Pálghat bch.*)	2·47	
Arkónam (42·41 miles, from Madras) to Ráichúr, jn. with G. I. P. ry. (*North-West line*)	308·28	
		903·98

*Under construction or sanctioned for construction.

STANDARD GAUGE (5′ 6″)—(*contd.*)

Assisted companies.

XX.—DELHI-UMBALLA-KALKA.

	Miles.	Miles.
Delhi, jn. with E. I. ry. (955·08 miles from Howrah) to Kalka		162·2

XXI.—TARKESSUR.

Seoraphuli, jn. with E. I. ry. (14·00 miles from Howrah) to Tarkessur		22·23

XXII.—SOUTH BEHAR (LUCKEESERAI-GYA).

Luckeeserai (261·68 miles from Howrah) to Gya		78·83

XXIII.—SOUTHERN PUNJAB (DELHI-SAMÁSATA).

Delhi *vid* Bhátinda to Samásata	400·34	
Entrance into Delhi station	*0·79	
Narwana to Kaithal (*bch.*)	23·38	
		424·51

XXIV.—HARDWAR-DEHRA.

Hardwar to Dehra		32·05

XXV.—TÁPTI VALLEY.

Kankra Khari (162·00 miles from Bombay) to Amalner		155·77

* Under construction or sanctioned for construction.

STANDARD GAUGE (5′ 6″)—*contd.*

Lines owned by native states and worked by companies.

XXVI.—KHÁMGAON.

	Miles.	Miles.
Jalamb, jn. with the Nágpur bch., G. I. P. ry. (331·81 miles from Bombay) to Khámgaon		7·55

XXVII.—AMRÁOTI.

Badnera, jn. with the Nágpur bch., G. I. P. ry. (412·30 miles from Bombay) to Amráoti		5·44

XXVIII.—BÍNA-GOONA-BÁRÁN.

Point of jn. with I. M. ry. 2·00 miles from Bína (606·28 miles from Bombay) to Bárán		145·19

XXIX.—BHOPAL-UJJAIN.

Point of jn. with I. M. ry. 0·21 mile from Bhopal (520·39 miles from Bombay) to Ujjain (600·50 miles from Ahmedabad)		113·27

XXX.—BHOPAL-ITÁRSI—(*Native state section*).

Point of jn. with the British section, Bhopal-Itársi ry. (476·39 miles from Bombay) to Bhopal	44·00	
From centre of Bhopal station to point of junction with Bhopal-Ujjain railway (*bch.*)	0·28	
		44·28

XXXI.—THE NIZAM'S GUARANTEED STATE.

Wádi, jn. with G. I. P. ry. (375·75 miles from Bombay) *viâ* Secunderabad to S.-E. British frontier	310·09	
Husain Ságar (111·50 miles from Wádi) to Hyderabad (*Hyderabad bch.*)	3·54	
Dornakal (260·75 miles from Wádi) to Singareni coal-fields (*Mineral bch.*)	16·50	
		330·13

XXXII.—NÁGDÁ-UJJAIN.

Nágdá (459·62 miles from Bombay) to Ujjain jn. with R.-M. ry.		34·32

XXXIII.—THE GAEKWAR'S PETLÁD.

Ánand (269·50 miles from Bombay) to Petlád		13·35

XXXIV.—KOLAR GOLD-FIELDS.

Bowringpet (175·46 miles from Madras) to Marikuppam		10·00

XXXV.—PETLÁD-CAMBAY.

Petlád to Cambay		*20·75

* Under construction or sanctioned for construction.

STANDARD GAUGE (5′ 6″)—(*concld.*).

Lines owned by native states and worked by state railway agency.

XXXVI.—RÁJPURA-BHÁTINDA.

	Miles.
Rájpura (992·75 miles from Kiámári) *viâ* Patiála to Bhátinda, jn. with R. M. ry.	107·05

XXXVII.—JAMMU AND KASHMIR (*Native state section*).

Frontier of Kashmir state (920·10 miles from Kiámári) to the left bank of the Tawi river near Jammu	15·92

XXXVIII.—LUDHIÁNA-DHURI-JAKHAL.

Ludhiána *viâ* Dhuri to Jakhal	*79·61

* Under construction or sanctioned for construction.

METRE GAUGE.
State lines worked by companies.

XXXIX.—BENGAL AND NORTH-WESTERN (a).

Tirhoot section.

	Miles.	Miles.
Semaria Ghât to Bettiah	145·87	
Samastipur (39·30 miles from Semaria Ghât) to Khanwa Ghât (*Kosi extn.*)	98·92	
Durbhunga (62·30 miles from Semaria Ghât) to Bairagnia (*Bairagnia bch.*)	60·51	
Sakri (74·25 miles from Semaria Ghât) to Jainagar (*Jainagar bch.*)	*30·47	
Mozufferpore (71·30 miles from Semaria Ghât) to Sonepore (*Sonepore bch.*)	34·61	
Hajeepore (102·55 miles from Semaria Ghât) to Hajeepore Ghât (*Hajeepore bch.*)	1·89	
Hajeepore (100·55 miles from Semaria Ghât) to Bachhwara } Branches.	*44·25	
Barauni to Thana Bihpur } Branches.	66·17	
Thana Bihpur to Katihár } Branches.	*52·83	
Sahebpoor Kamal to Monghyr Ghât (*Monghyr Ghât bch.*)	7·00	
Company's section.		542·52
Sonepore, opposite Patna (331·25 miles from Howrah) to Ajodhya	238·60	
Sonepore, opposite Patna (331·25 miles from Howrah) to Bunwárchak (*Loop line*)	9·34	
Chupra (29·50 miles from Sonepore) to Revelganj (*Revelganj bch.*)	7·34	
Bhatni (97·03 miles from Sonepore) to Turtipur } Turtipur bch.	17·14	
Salímpur to Barhaj } Turtipur bch.	12·77	
Gorakhpore (141·25 miles from Sonepore) to Uska Bazar (*Uska Bazar bch.*)	39·58	
Mankapur (219·25 miles from Sonepore) Naipálganj Road (*Naipálganj Road bch.*)	88·98	
Gonda (236·75 miles from Sonepore) to Jarwal Road (*Bahramghat bch.*)	28·05	
Jarwal Road to Burhwal with bridge over the Gogra river (*Burhwal bch.*)	10·02	
Gonda (236·75 miles from Sonepore) to a point near Tulsipur (*Tulsipur bch.*)	41·00	
Nánpára (295·75 miles from Sonepore) to Katarnian Ghât (*Katarnian Ghât bch.*)	42·08	
Turtipur to Benares Cant. } Ganges-Gogra Doab lines	82·26	
Kopaganj Road to Chand-dearer Ghât } Ganges-Gogra Doab lines	66·61	
Manjhi Ghát to Revelganj Ghat } Ganges-Gogra Doab lines	3·71	
Mau to Azamgarh } Ganges-Gogra Doab lines	27·15	
Azamgarh to Shahganj } Ganges-Gogra Doab lines	*33·00	
Aunrihar to Ghazipur Ghât } Ganges-Gogra Doab lines	28·37	
		776·00
		1,318·52

XL.—LUCKNOW-BAREILLY SECTION (ROHILKHUND AND KUMAON).

Lucknow (667·02 miles from Howrah) to Bareilly	198·55	
Mailáni (118·00 miles from Lucknow) to Sonaripur (*Dudhwa bch.*)	(b) 30·87	
Bareilly to the city (*grain siding*)	1·75	
		231·17

XLI.—RÁJPUTANA-MALWA.

Rajputana section.

Delhi (889·39 miles from Bombay) to Ahmedabad, jn. with the B. B. and C. I. ry.	579·75	
Garhi Harsaru (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt bch.*)	7·75	
Bandikui (135·25 miles from Delhi) to Jumna East Bank (*Agra bch.*)	(b) 9·14	
Phulera (235·25 miles from Delhi) to Jhowrah } Sámbhar lake salt bch.	21·50	
Sámbhar jn. (229·75 miles from Delhi) to Japog } Sámbhar lake salt bch.	4·50	
Additional salt sidings, Sámbhar lake	6·27	
		715·91

Malwa section.

Ajmer (614·39 miles from Bombay) to Khandwa	392·27	
Fatehabad (280·10 miles from Ajmer) to Ujjain City (*Ujjain bch.*)	14·88	
		407·15

Cawnpore-Achnera section.

Cawnpore (1,071·50 miles from Bombay) to Achnera	239·34	
Mandhana (11·50 miles from Cawnpore) to Brahmávart (*Brahmávart bch.*)	5·00	
Kásganj (153·75 miles from Cawnpore) to Soron (*Soron bch.*)	9·00	
Muttra (216·75 miles from Cawnpore) to Bríndaban (*Bríndaban bch.*)	7·32	
		260·66

Rewári-Ferozepore section.

Rewári (838·00 miles from Bombay) to Ferozepore (c)	240·85	
Kot Kapura (212·50 miles from Rewári) to Fázilka (*Fázilka bch.*)	50·00	
		290·85
		1,674·57

XLII.—PÁLANPUR-DEESA.

Pálanpur on the Raj. sec., R.-M. ry. (496·75 miles from Delhi) to Deesa		17·23

XLIII.—SOUTHERN MAHRATTA.

Portuguese fron., (51·00 miles from Mormugao Harbour) to 0·36 mile east of Tadépalli	509·97	
Londa (18·75 miles from the Portuguese fron.) to Poona (*Poona bch.*)	277·99	
Hubli (74·75 miles from Portuguese fron.) to Harihar (*Harihar bch.*)	81·09	
Gadag (110·75 miles from Portuguese fron.) to Hotgi (*Bijapur bch.*)	173·08	
		1,042·04

XLIV.—GUNTAKAL-MYSORE FRONTIER.

Guntakal (234·25 miles from Portuguese fron.) to Mysore Frontier		119·50

XLV.—MYSORE SECTION (SOUTHERN MAHRATTA).

Harihar (155·75 miles from Portuguese fron.) to Mysore		296·00

XLVI.—SOUTH INDIAN.

Madras-Tuticorin section.

Madras (Park) to Tuticorin	443·99	
Madras (Park) to Beach	2·19	
Chingleput (35·25 miles from Madras) to Arkónam (*Arkónam bch.*)	39·18	
Villupuram (99·05 miles from Madras) to the Gingee river (*Pondicherry bch.*)	16·26	
Cuddalore wharf siding	4·58	
Tanjore (218·36 miles from Madras) to Nagore (*Nagore bch.*)	52·72	
Trichinopoly (249·40 miles from Madras) to Erode, jn. with S.-W. line, Madras ry. (*Erode bch.*)	87·18	
Madura (344·50 miles from Madras) to Toni Torai } Branches	*94·00	
Muntanandal to Sivaganga } Branches	*9·00	
Maniyáchi (425·50 miles from Madras) to Tinnevelly (*Tinnevelly bch.*)	18·10	
Tinnevelly (443·60 miles from Madras) to frontier of Travancore State (*Tinnevelly-Quilon (Travancore) bch.*)	*46·47	
Tuticorin Foreshore siding	0·27	
Tuticorin salt siding	2·02	
Capper Quarry siding	0·84	
		816·80

Villupuram-Dharmavaram section.

Villupuram (99·05 miles from Madras) to Dharmavaram, jn. with the Guntakal-Mysore fron. ry.	279·23	
Pákala (138·35 miles from Villupuram) to Gudur (*d*) (*Gudur bch.*)	83·97	
		363·20
		1,180·00

XLVII.—MÁYAVARAM-MUTUPET.

Máyavaram (174·61 miles from Madras, Park, S. I. ry.) to Mutupet		53·99

XLVIII.—ASSAM-BENGAL.

Chittagong to Dámchara, including Chittagong Port line (1·87 miles) } Main line	272·78	
Dámchara to Makum, jn. with the Dibru-Sadiya ry. } Main line	*299·21	
Láksám (82·62 miles from Chittagong Port) to Chándpur (*Chándpur bch.*)	31·62	
Badarpur to Silchar (*Silchar bch.*)	18·62	
Gauháti to Lumding (*Gauhati bch.*)	113·53	
		735·76

XLIX.—BURMA.

Rangoon to Prome (*Irrawaddy line*)	161·00	
Rangoon to Mandalay	386·00	
Myohaung (3·00 miles south of Mandalay) to Sèdaw } Mandalay-Kunlóng section	13·00	
Sèdaw to the right bank of the Salween river } Mandalay-Kunlóng section	*217·72	
Suburban lines	9·00	
Sagaing (on the right bank of the Irrawaddy) to Myitkyina (*Mu Valley line*)	331·29	
Letpadan *viá* Henzada to Bassein	*119·01	
Thazi (306·00 miles from Rangoon) to Myingyan (*Myingyan bch.*)	70·10	
Mandalay (386·00 miles from Rangoon) to Mandalay Shore (*Mandalay Shore bch.*)	2·50	
Myohaung (383·00 miles from Rangoon) to Amarapura Shore (*Myohaung bch.*)	6·00	
Sagaing *viá* Monywa to Alon (*Sagaing—Alon bch.*)	*71·00	
Naba (198·75 miles from Sagaing) to Katha on the right bank of the Irrawaddy (*Katha bch.*)	14·40	
		1,401·02

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* Under construction or sanctioned for construction.

(*a*) Although for convenience classed amongst state railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.

(*b*) Of this length, 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge where a mixed gauge is laid.

(*c*) The section of this line from Ferozepore to Kot Kapura has been converted to the standard gauge and from Kot Kapura to Bhátinda, laid on a separate formation paralled to the metre gauge.

(*d*) The section between Nellore and Gudur, 23·62 miles, has been converted to the standard gauge and included with the East Coast State railway.

METRE GAUGE—(*contd.*)

State lines worked by the State.

L.—EASTERN BENGAL.

Northern section.

	Miles.	Miles.
Sára Ghât (connecting with Dámukdia 122·50 miles from Calcutta by ferry) to Siliguri	196·00	
Párbatipur (111·25 miles from Sára Ghât) to Kaunia (*Rungpore bch.*)	34·00	
Teesta to Dhubri	(*a*) *38·83	
Teesta bridge at Kaunia and approaches	*4·87	
Párbatipur (111·25 miles from Sára Ghât) to Dinagepore (*Dinagepore bch.*)	16·30	
Kaunia-Dharlla, 2′ 6″ gauge, branch.		290·00
Teesta connecting with the Rungpore bch. at Kaunia (144·50 miles from Sára Ghât, by ferry) { to Jatrapur	23·25*	
to Mogalhát	(*b*)12·23	
Santrabari extension (British section) (2′ 6″ gauge).		35·48
South bank of Kaljani river to Alipur Duar	0·64	
Alipur Duar to Jamti	*19·44	
Dacca section.		20·08
Náráyanganj (connecting with the E. sec. at Goalundo Ghat by a steamer service) to Mymensingh		85·92
Behar section.		
Manihári Ghât (221·75 miles from Sára Ghât) to Dinagepore jn. with Northern sec.	35·67	
Katinár (199·17 miles from Sára Ghât) to Ancharághat (*Kosi bch.*)	72·91	
Bársoi (174·75 miles from Sára Ghât) to Kissengunge (*Bársoi-Kissengunge bch.*)	35·11	
		193·69
		628·17

LI.—CAWNPORE-BURHWAL (METRE GAUGE LINK).

Cawnpore (684·48 miles from Howrah and 1,071·50 miles from Bombay) to Burhwal	(*c*)79·60

LII.—SHADIPALLI-BÁLOTRA (BRITISH SECTION).

Hyderabad (Sind) to the Jodhpur Frontier	(*d*)*69·05

*Under construction or sanctioned for construction.

(*a*) The section of the Kaunia-Dharlla line from Teesta to Moghalhat which is under conversion to the metre gauge will form part of this line.

(*b*) Under conversion to the metre gauge.

(*c*) Excluding 3·66 miles, Aishbagh to Daliganj, of the Lucknow-Bareilly section of the Rohilkund and Kumaon railway worked over.

(*d*) Excluding 55·08 miles of the Hyderabad-Shadipalli railway (standard gauge), between Shadipalli and Hyderabad, to be converted to the metre gauge

METRE GAUGE – (*contd.*)

Assisted companies.	Miles.	Miles.
LIII.—DEOGHUR.		
Baidyanáth (200·25 miles from Howrah) to Deoghur		4·79
LIV.—BRAHMAPUTRA-SULTANPUR.		
Santahar on the E. B. S. ry. (51·50 miles from Sára Ghât) to Bogra	24·50	
Bogra (76·35 miles from Sára Ghât) to Kamar Jani near Kaliganj	*35·00	
		59·50
LV.—MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ.		
Mymensingh on Dacca sec. E. B. S. ry. (85·92 miles from Náráyanganj Ghât) to Jagannathganj		53·37
LVI.—ROHILKUND AND KUMAON (*Company's section.*)		
Bhojeepura (852·75 miles from Howrah) to Káthgodám		53·92
LVII.—SEGOWLIE-RAXAUL.		
Segowlie on the Tirhoot sec. B. and N.-W. ry. 133·75 miles from Semaria Ghât) to Raxaul		* 18·09
LVIII.—BENGAL DOOARS.		
East bank of the Teesta (Barnes Ghât) (173·00 miles from Sára Ghât) to Dam Dim	31·60	
Lataguri (15·00 miles from Jalpáiguri) to Ramshai (*Ramshai bch.*)	5·40	
Mal to Hantupara	*44·00	
Dam Dim to Bagrakote	*6·76	
Barnes Ghât to Lalmonir Hât	*65·80	
		152·96
LIX.—DIBRU-SAIKHA.		
Dibrugarh *vid* Makum to Dihing bridge	61·50	
Makum to Tálap (*Tálap bch.*)	16·00	
		77·50
LX.—LEDO AND TIKAK-MARGHERITA COLLIERY.		
Dihing bridge to Ledo, including Namdang branch		7·50
LXI.—AHMEDABAD-PARÁNTIJ.		
Ahmedabad (309·25 miles from Bombay) *vid* Paránti] to Idar Ahmednagar		54·59
LXII.—NILGIRI.		
Méttupálaiyam on the Nilgiri bch., Madras ry. (387·47 miles from Madras) to Coonoor		16·90

* Under construction or sanctioned for construction.

METRE GAUGE—*(contd.)*

Lines owned by native states and worked by companies.

	Miles.	Miles.
LXIII.—THE GAEKWAR'S MEHSÁNA.		
Viramgám on the B. B. and C. I ry. (349·89 miles from Bombay) to Kherálu	67·94	
Mehsáua jn. (40 21 miles from Viramgám) to Pátan	24·69	
		92·63
LXIV.—HYDERABAD-GÓDÁVARI VALLEY.		
Manmad to Sailu	154·23	
Sailu to Secunderabad	*230·93	
		385·16
LXV.—KOLHÁPUR.		
Miraj on the Poona bch., S. M. ry. (137·00 miles from Portuguese fron.) to Kolhápur . . .		29·07
LXVI.—YESVANTPUR-MYSORE FRONTIER.		
Yesvantpur (363·25 miles from Portuguese fron.) to the Mysore fron.		51·35
LXVII.—MYSORE-NANJANGÚD.		
Mysore on the Mysore sec., S. M. ry. (452·00 miles from Portuguese fron.) to Nanjangúd town .		15·80
LXVIII.—BIRUR-SHIMOGA.		
Birur on the Mysore sec., S. M. ry. (235·25 miles from Portuguese fron.) to Shimoga . . .		38·50
LXIX.—VIJAPUR-KÁLOL.		
Kálol (16·50 miles from Ahmedabad) to Vijapur		29·60
LXX.—SHORANUR-COCHIN		
Shoranur (359·50 miles from Madras) to Ernakolum		*65·00
LXXI.—TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION).		
Point of junction with the British section, Tinnevelly branch, South Indian railway to Quilon .		(a) *56·86

* Under construction or sanctioned for construction.

(a) The British section of this railway forms an integral part of the South Indian railway.

METRE GAUGE—(*contd.*)

Lines owned and worked by native states.

LXXII.—JODHPUR-BIKANER.

Jodhpur section.

	Miles.	Miles.
Marwar ry. jn. with the R.-M. ry. (527·64 miles from Bombay) to Bikaner fron.	187·50	
Lúni jn. (44·00 miles from Marwar ry. jn.) to Páchpadra (*Páchpadra bch.*)	60·00	
Merta Road jn. (128·00 miles from Marwar jn.) to Kucháman Road	73·00	
Bálotra-Jodhpur frontier extension (Native state section).		320·50
Bálotra (194·00 miles from Marwar ry. jn.) to Bármer	60·00	
Bármer to the Jodhpur frontier	*75·00	
Bikaner section.		135·00
Bikaner fron. (197·50 miles from Marwar ry. jn.) to Bikaner town	43·50	
Gigasar to Palana (*branch*)	9·50	
Bikaner-Suratgarh extension.		53·00
Bikaner to Dulmera	42·00	
Dulmera to Bhátinda	*160·00	
		202·00
		710·50

LXXIII.—UDAIPUR-CHITOR.

Berach (Chitorgarh) (550·75 miles from Bombay) to Udaipur		67·30

LXXIV.—BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.

Bhávnagar Docks to Wadhwán (389·25 miles from Bombay)	105·20	
Dhola (32·00 miles from Bhávnagar Docks) to Porbandar Bandar	158·79	
Jetalsar (112·00 miles from Bhávnagar Docks) to Verával Docks	69·85	
		(*a*) 333·84

LXXV.—JETALSAR-RÁJKOT.

Jetalsar (112·00 miles from Bhávnagar Docks) to Rájkot		46·23

LXXVI.—JÁMNAGAR.

Rájkot (46·23 miles from Jetalsar) jn. with B.-G.-J.-P. and Morvi rys. to Jámnagar		(*b*) 54·28

LXXVII.—DHRÁNGADRÁ.

Wadhwán to Dhrángadrá		20·83

LXXVIII.—JAIPUR

Sánganer to Siwai Mádhopur		*72·85

* Under construction or sanctioned for construction.

(*a*) Including 4·87 miles of Bhávnagar dock estates and Junágad quarry lines.

(*b*) Including 3·99 miles of dock estate lines.

METRE GAUGE—(*concld.*).

Foreign lines.

	Miles.
LXXIX.—WEST OF INDIA PORTUGUESE.	
Mormugao on the West coast to the Portuguese fron. jn. with main line, S. M. ry. . . .	51·00
LXXX.—PONDICHERRY.	
Left bank of the Gingee river (115·31 miles from Madras, S. I. ry) to Pondicherry . . .	7·80
LXXXI.—KÁRAIKKAL-PERALAM.	
Peralam on the Máyavaram-Mutupet ry. (184·44 miles from Madras) to Káraikkal in French territory	14·45

SPECIAL GAUGES.

State line worked by company.

LXXXII.—RAIPUR-DHAMTARI BRANCH (BENGAL-NÁGPUR) (2′ 6″ GAUGE).	Miles.	Miles.
Raipur (439·50 miles from Ásansol) to Dhamtari	* 5·45	
Abhanpúr to Rajim (*Rajim bch.*)	*10·28	
		*55·73

*Under construction or sanctioned for construction.

SPECIAL GAUGES—(*contd.*)

State lines worked by the State.

	Miles.	Miles.
LXXXIII.—JOBHAT (2′ 0″ GAUGE).		
Gosáigáon *vid* Chenimara jn. with Mariani bch. to Tilábar jn. with A.-B. ry.	18·25	
Alternative cold weather section to Steamer Ghât	2·75	
Chenimara (11·00 miles from Gosáigáon) to Mariani jn. with A.-B. ry. (*Mariani bch.*)	7·00*	
		28·00
LXXXIV.—CHERRA-COMPANYGANJ (2′ 6″ GAUGE) (*a*).		
Companyganj *vid* Jhariaghat to Komora limestone quarry		8·00
LXXXV.—NOWSHERA-DARGAI BRANCH, NORTH WESTERN STATE (2′ 6″ GAUGE).		
Nowshera (1080·50 miles from Kiámári) to Dargai		*41·90

* Under construction or sanctioned for construction.

(*a*) Constituted a railway for administrative purposes from the 7th July 1892.

SPECIAL GAUGES—(*contd.*)

Assisted companies.

	Miles.	Miles.
LXXXVI.—DARJEELING-HIMALAYAN (2′ 0″ GAUGE).		
Siliguri on the northern sec. E. B. S. ry. (196·00 miles from Sára Ghât) to Darjeeling		51·0
LXXXVII.—BÁRSI LIGHT (2′ 6″ GAUGE).		
Bársi Jn. on the G. I. P. ry. (234·05 miles from Bombay) to the town of Bársi	21·59	
Bársi Jn. to Pandharpur	*33·16	
		54·75
LXXXVIII.—HOWRAH-AMTA (2′ 0″ GAUGE).		
Telkul Ghat (Howrah) to Amta	27·12	
Bargachia to Jagatballabpur (*bch.*)	1·57	
		28·69
LXXXIX.—HOWRAH-SHEAKHALA (2′ 0″ GAUGE).		
Kadamtalla (*a*) to Sheakhalla	17·38	
Chanditala to Janai (*bch.*)	2·37	
		19·75
XC.—RÁNAGHAT-KRISHNAGAR (2′ 6″ GAUGE).		
Ránaghat to Krishnagar		20·25
XCI.—TÁRAKESHWAR-MAGRA (2′ 6″ GAUGE).		
Tárakeshwar to Magra		31·12
XCII.—TEZPORE-BÁLIPÁRÁ (2′ 6″ GAUGE).		
Tezpore Ghât to Bálipárá		20·10
XCIII.—KALKA-SIMLA (2′ 0″ GAUGE).		
Kalka (1,117·32 miles from Howrah) to Simla		*58·00

* Under construction or sanctioned for construction.
(*a*) The Howrah-Kadamtala section of the Howrah-Amta railway is worked over.

SPECIAL GAUGES—(*contd.*)

Lines owned by native states and worked by companies.

	Miles.	Miles.
XCIV.—GWALIOR LIGHT (2′ 6″ GAUGE).		
Gwalior-Sipri section	73·81	
Gwalior-Bhind section	(*a*) 52·33	
		126·14
XCV.—THE GAEKWAR'S DABHOI (2′ 6″ GAUGE).		
Miyágám on the B., B. and C. I. ry. (228·75 miles from Bombay) *viâ* Dabhoi to Bodeli	42·41	
Dabhoi (20·00 miles from Miyágám) *viâ* Vishvámitri, jn. with B., B. and C. I. ry. to Pádra	25·77	
Dabhoi (20 00 miles from Miyágám) to Chándod	10·62	
		78·80
XCVI.—RAJPIPLA (2′ 6″ GAUGE).		
Auklesvar on the B., B. and C. I. ry. (198 00 miles from Bombay) to Nándod		37·37
XCVII.—REWAH (2′ 6″ GAUGE).		
Rewah to Sutna		*31·81

* Under construction or sanctioned for construction.

(*a*) Including 9·4 miles of His Highness the Maharaja Scindia's private line.

SPECIAL GAUGES—*(contd.)*

Line owned by native state and worked by state railway agency.

XCVIII.—COOCH-BEHAR (2′ 6″ GAUGE).	Miles.	Miles.
Gitaldaha to Cooch Behar Town	22·22	
Cooch Behar to Alipur Duar (*Santrabari extension*) (*Native state section*)	11·40	
Torsa Bridge and approaches	*0·11	
		33·73

* Under construction or sanctioned for construction.

SPECIAL GAUGES—(*concld.*).

Line owned and worked by native state.

XCIX.—MORVI (2′ 6″ GAUGE).	Miles.	Miles.
Wadhwán jn. with the B., B. and C. I. ry. (389·25 iles from Bombay) *viâ* Vánkáner to Morvi .	67·21	
Vánkáner (52·00 miles from Wadhwán) to Rájkot (77·61 miles from Wadhwán) (*Rájkot beh.*)	25·86	
		93·07

Steam tramways working outside municipal limits.

POWAYAN (2′ 6″ GAUGE).

	Miles.	Miles.
Sháhjahánpur to Mailáni		39·50
DANDOT COLLIERY (2′ 0″ GAUGE).		
Total mileage open		6·18
THATÔN-DUYINZÁIK (2′ 6″ GAUGE).		
Thatôn to Duyinzáik		7·76
PARLAKIMEDI (2′ 6″ GAUGE).		
Naupada to Parlakimedi		*25·00
MADURA DISTRICT TRAMWAYS (2′ 6″ GAUGE).		
Ammayanáyakkanúr to Kotagudi	*55·00	
Periyakulam to Krishnamanaik's tope (*Branches*)	*5·00	
Thene to Karuvanath (*Branches*)	*33·00	
		*93·00

* Under construction or sanctioned for construction.

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to illustrate the
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Corrected up to 31st March 1900.
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NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

PART I.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

CHAPTER I.

General.

General summary of results.

The total length of railways open and sanctioned on the 31st March 1900, after allowing for minor corrections of mileage, was 26,790 miles, being a net increase of 730¾ miles during the year. The total length of railways open for traffic on the same date was 23,763 miles being a net increase of 1,272 miles, leaving 3,027 miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 22,845½ miles, being an increase of 1,369¾ miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1899 to Rs. 287·60 crores, being an increase of Rs. 19·51 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1899 amounted to Rs. 29,43,18,276 or Rs. 1,96,75,927 more than in the previous year; the working expenses amounted to Rs. 14,01,94,084, and absorbed 47·63 per cent. of the gross earnings against 47·56 per cent. in 1898. The net earnings amounted to Rs. 15,41,24,192, being an increase of Rs. 1,01,25,369.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·34 per cent. against 5·37 per cent. in the previous year.

Classification of railways.

2. There has been no alteration in the classification of railways during the past year. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix A.

Sanctioned mileage.

3. The total mileage of railways sanctioned at the close of the previous year, *viz.*, on the 31st March 1899, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	14,319½	10,967¼	772½	26,059¼

The additional mileage sanctioned for construction between the 1st April 1899 and 31st March 1900 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies . .	Miles	128	299	...	427
State lines worked by the State . .	„	21	38¾	50	109¾
Lines worked by guaranteed companies	„	¾	...	...	¾
Assisted companies	„	...	...	...	...
Lines owned by native states and worked by companies	„	20¾	86½	...	107¼
Lines owned by native states and worked by state railway agency . .	„	...	...	...	...
Lines owned and worked by native states	„	...	88	...	88
Total length sanctioned during 1899-1900	„	170½	512¼	50	732¾

The sanctions during the year under review were for commercial and military lines as detailed below:

	Miles.	Miles.	Miles.
Commercial lines—			
BRITISH INDIA—			
Standard gauge—			
East Indian—			
Sitarámpur to Domohani	7		
Pandra branch	3¼		
		10¼	
Bengal Central (Dum-Dum cantonment to Pattipookur)	...	2½	
Bengal-Nágpur (Midnapur to Bujudih)	...	115¼	
North Western State (Bahá-uddín to Rasul)	...	9	
Madras (Ráyapuram to Beach)	...	¾	
			137¾
Metre gauge—			
Bengal and North-Western (Sakri to Jainagar)	...	30½	
South Indian—			
Madura to Toni Torai	94		
Mutanandal to Sivagunga	9		
Tinnevelly-Quilon (Travancore) branch (British section)	46½		
		149½	
Burma (Letpadan *viá* Henzada to Bassein)	...	119	
Eastern Bengal State (Teesta to Dhubri)	...	38¾	
			337¾
Special gauges—			
Cherra-Companyganj (*a*)	...		8
NATIVE STATES—			
Standard gauge—			
Petlád-Cambay	...	...	20¾
Metre gauge—			
Vijapur-Kalol	...	29½	
Tinnevelly-Quilon (Travancore) branch (native state section)	...	57	
Jodhpur-Bikaner (Bikaner section) (Suratgarh to Bhátinda)	...	88	
			174½
Total Commercial lines	...	...	678¾
Military lines—			
BRITISH INDIA—			
Standard gauge—			
North Western State (Peshawar to Jamrood)	...	12	
Special gauge—			
Nowshera-Dargai (2′ 6″)	...	42	
			54
Total Military lines	...	...	54
GRAND TOTAL	...	...	732¾

Further details of the mileage sanctioned during 1899-1900 will be found in the table given in Appendix B.

After allowing for minor corrections of mileage, etc., the total mileage sanctioned on the 31st March 1900 was:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	Miles	4,744	8,069¼	55¾	12,869
State lines worked by the State	„	5,215¼	776¾	78	6,070
Lines worked by guaranteed companies	„	2,722	...	...	2,722
Assisted companies	„	875½	499	283½	1,658
Lines owned by native states and worked by companies	„	724¼	764	274	1,762¼
Lines owned by native states and worked by state railway agency	„	202¾	...	33¾	236½
Lines owned and worked by native states	„	...	1,306	93	1,399
Foreign lines	„	...	73¼	...	73¼
Total to the end of March 1900	„	14,483¾	11,488¼	818	26,790

Details of the total sanctioned mileage on the 31st March 1900 will be found in Appendix A.

Open mileage.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1899 was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	13,070¼	9,000¾	420	22,491

(*a*) This line was reconstituted a railway from the 7th July 1899.

The additional length opened for traffic between the 1st April 1899 and the 31st March 1900 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies	Miles	131¼	155½	...	286½
State lines worked by the State	„	141¼	½	8	149¾
Lines worked by guaranteed companies	„	24	...	...	24
Assisted companies	„	230¾	61¾	20¼	312¾
Lines owned by native states and worked by companies	„	73½	192¾	139½	405¾
Lines owned by native states and worked by state railway agency	„	...	...	1¼	1¼
Lines owned and worked by native states	„	...	76	...	76
Foreign lines	„	...	...	...	...
Total length opened during 1899-1900	„	600¾	486¼	179	1,266

Details of the mileage opened during 1899-1900 will be found in the table given in Appendix C, and the principal railways opened during the year are referred to in paragraph 7 of this chapter.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1900 was:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies	Miles	4,312¾	7,051¼	...	11,364
State lines worked by the State	„	5,043¼	644½	36	5,723¾
Lines worked by guaranteed companies	„	2,612¼	...	...	2,612¼
Assisted companies	„	874¾	347½	192½	1,414¾
Lines owned by native states and worked by companies	„	703½	381½	242½	1,327½
Lines owned by native states and worked by state railway agency	„	123	...	33½	156½
Lines owned and worked by native states	„	...	998	93	1,091
Foreign lines	„	...	73¼	...	73¼
Total to the end of March 1900	„	13,669½	9,496	597½	23,763

Details of the open mileage on the 31st March 1900 will be found in Appendix A.

In addition to the above, there were 53½ miles of steam tramways working outside municipal limits.

Appendix D shows the length of railways open at the end of the official years 1894-95 and 1899-1900, also the progress made in opening railways during the years 1895-96 to 1899-1900. Similar information for the calendar years will be found in Appendix E.

Total mileage under construction or sanctioned at the end of the year.

5 The mileage remaining under construction or sanctioned on the 31st March 1900 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies	Miles	431¼	1,018	55¾	1,505
State lines worked by the State	„	172	132¼	42	346¼
Lines worked by guaranteed companies	„	109¾	...	...	109¾
Assisted companies	„	¾	151½	91	243¼
Lines owned by native states and worked by companies	„	20¾	382½	31½	434¾
Lines owned by native states and worked by state railway agency	„	79¾	...	¼	80
Lines owned and worked by native states	„	...	308	...	308
Total mileage under construction on the 31st March 1900	„	814¼	1,992¼	220½	3,027

Details of the mileage under construction or sanctioned on the 31st March 1900 will be found in the table given in Appendix F, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7 of this chapter.

Additions to open mileage subsequent to the close of the year 1899-1900.

6. Subsequent to the close of 1899-1900, *viz.*, from the 1st April 1900 up to date (16th May) the following railways were reported to have been opened for public traffic, *viz.*:

	Miles.	Date of opening.
North Western State (Toba Tek Singh to Khánewal)	56·40	16-4-1900
Oudh and Rohilkhand State (Moradabad to Gajroula)	33·00	1-4-1900
Great Indian Peninsula (Dhrangaon to Amalner)	15·50	4-4-1900
Bengal and North-Western (Hajeepur to Bachhwara)	44·11	1-4-1900
South Indian (Capper Quarry siding)	0·84	15-4-1900
Burma—		
Sedaw to Maymyo	26·00	1-4-1900
Sagaing to Alôn	70·46	15-4-1900
Eastern Bengal State (Alipur Duar to Raja Bhat Khawa)	9·52	5-4-1900
Brahmaputra-Sultanpur (Bogra to Dewantola)	22·38	5-4-1900
Bengal Dooars (Barnes ghát to Baura)	28·00	20-4-1900
Hyderabad-Gódávari Valley—		
Sailu to Purbhani	26·00	25-4-1900
Secunderabad to Suringaon	151·00	

Important works completed and in progress.

7. The following gives a brief abstract of the important works completed by the 31st March 1900, and the progress made according to the latest reports received:

East Indian railway.—The Moghal Sarai-Gya extension was opened for public traffic on the 1st March 1900. The branch from mile 148¾ on the Jherriah branch to Pandra is well advanced, and the Sitarámpur-Domohani extension is making good progress. The doubling of the line from Sitarámpur to Barákar and of portions of the Jherriah branch is approaching completion.

Bengal-Nágpur railway.—The remaining section of the Calcutta-Cuttack extensions from Kola to Howrah is expected to be opened for traffic shortly. The Khargpur-Midnapore section was opened for public traffic on the 1st February 1900 up to the south bank of the Cossye river, work on the bridge over which is well in hand. The work of converting the Raipur-Dhamtari feeder line from a 2′ to a 2′ 6″ gauge is in hand.

North Western State railway.—The bridge over the Indus river at Kotri is expected to be opened for public traffic shortly. The Lyallpur-Toba Tek Singh section of the Wazirabad-Lyallpur branch was opened for public traffic on the 22nd June 1899, and the Khánewal extension, on the 16th April 1900. The construction of the Nowshera-Dargai railway on the 2′ 6″ gauge and of the Peshâwar-Jumrood railway on the standard gauge has been sanctioned and work is in progress. On the Hyderabad-Rahoki section, earthwork is ready, the bridge over the Fuleli river has been completed and the brickwork of culverts finished.

Oudh and Rohilkhand State railway.—On the Gháziabad-Moradabad railway the portions on either side of the Ganges bridge have been practically completed with the exception of the ballasting. The section from Moradabad to Gajroula was opened for public traffic on the 1st April 1900, and the remainder of the line is expected to be opened about the 1st November 1900.

Eastern Bengal State railway.—Good progress has been made with the Teesta bridge. All the foundations and superstructure of piers and abutments will, it is expected, be completed shortly. Four spans of girders have already been erected, and the remaining ten spans will probably be up by the end of July. The construction of the Mogalhát-Dhubri extension was started last cold weather. Sanction has also been given for the conversion of the 2′ 6″ gauge from Teesta to Mogalhát to the metre gauge in connection with the above extension.

East Coast State railway.—Both abutments and all the piers of the Gódávari bridge have been completed, with the exception of Nos. 3 and 4 which will be finished shortly. Out of 56 spans of 150 feet girders, 44 have been received, 39 have been erected on the piers and the remaining 5 spans are nearly ready for lifting. A branch on the standard gauge from Naupada station to the Government Salt Pans has been sanctioned and work is in hand.

Great Indian Peninsula railway.—The section of the Amalner-Jalgaon branch from Jalgaon to Dharangaon was opened for goods traffic on the 20th February 1900, a temporary diversion being made across the Girna river. Work on the Chalisgaon-Dhulia branch has been in active progress.

Bombay, Baroda and Central India railway.—Of the double lines between Amroli and Miyágám, the lengths between Kim and Anklesvar and between Broach and Miyágám were opened for public traffic on the 11th December 1899 and 15th October 1899, respectively; the remaining portion between Anklesvar and Broach is nearly completed. Between Dáhánu and Sachin, the length from Dáhánu to Gholvad is complete and about to be opened for traffic; and work on the remaining length is well in hand.

Madras railway.—Work on the Calicut-Baliapatam extension is in progress.

South Behar (Luckeeserai-Gya) railway.—This railway was opened for public traffic from Luckeeserai to Wazirganj on the 3rd July 1899 and from Wazirganj to Gya on the 10th July 1899.

Hardwar-Dehra railway.—This line was opened for public traffic on the 1st March 1900.

Tápti Valley railway.—The section from Vyára to Chinchpáda was opened for public traffic on the 10th July 1899; from Chinchpáda to Nandurbar, on the 8th October 1899; from Nandurbar to Dondaiche, on the 11th November 1899; and from Dondaiche to Amalner, on the 15th March 1900.

Bina-Goona-Bárán railway.—The Goona-Bárán extension was completed and opened for public traffic on the 15th May 1899.

Petlád-Cambay railway.—The construction of this line has been sanctioned, and earthwork is in progress as a famine relief work.

Ludhiána-Dhuri-Jakhal railway.—This line was sanctioned in September 1899, and is expected to be opened in April 1901.

Bengal and North-Western railway.—The last section of the Ganges-Gogra Doab lines between Ballia and Chand-deara Ghát was opened for public traffic on the 12th May 1899; but it was closed on the 15th June 1899, owing to the unsettled state of the banks. It was again opened as far as mile 42¾ on the 12th November 1899, and up to a point opposite Revelganj Ghât on the 26th December 1899. The portion from Barauni Junction to Thanah Bihpur of the Hajeepore-Katihár extension and the Monghyr Ghât branch were opened for public traffic on the 1st March 1900, and the Hajeepore-Bachhwara section was opened for goods traffic on the 1st April 1900. Work on the permanent bridge over the Gogra river at Turtipur has been started.

Rajputana-Malwa railway.—The conversion of the metre gauge from Ferozepore to Kot Kapura to the standard gauge and the construction of a standard gauge from Kot Kapura to Bhátinda has been completed, and the North Western State railway trains commenced running between Bhátinda and Ferozepore on the 15th June 1899.

South Indian railway.—The Negapatam-Nagore extension was opened for public traffic on the 1st December 1899. Land is being taken up and earthwork commenced on the Pamban branch. On the Tinnevelly-Quilon (Travancore) branch, good progress in earthwork has been made in the first division.

Assam-Bengal railway.—On the Badarpur-Lumding section, the line from Badarpur to Dámchara was opened for goods traffic on the 23rd April 1899. On the remaining portion, earthwork, tunnelling and bridgework is well advanced, and the rails are laid for 30½ miles from Badarpur northwards and for 27 miles southwards from Lumding. On the Lumding-Tinsukia section, good progress was made with the earthwork and bridgework on three out of the four divisions. The rails are laid from Titábar for 41 miles northwards and for 50 miles southwards.

Burma railways.—The formation and bridgework between Myohaung and Thibaw was completed with the exception of the Gokteik bridge and approaches, the alignment for which was finally settled in July 1899; between Thibaw and Lashio the formation and bridging was about ¾ths finished. The length from Sedaw to Maymyo was opened for public traffic on the 1st April 1900, and it is proposed to open to Nawnghkio shortly. On the Sagaing-Alôn branch, the Mu bridge and linking to Alôn have been completed, and the branch was opened for public traffic on the 15th April 1900; the Meiktila-Myingyan branch was opened on the 15th November 1899.

Hyderabad-Shadipalli-Bálotra railway, British section.—The work of converting the existing standard gauge from Hyderabad to Shadipalli to the metre gauge is in abeyance. On the Shadipalli-Jodhpur frontier section, earthwork and bridging have been completed, station works and buildings are well advanced, rails have been

laid for 53 miles and further platelaying is in progress. The section is expected to be opened in July 1900.

Brahmaputra-Sultanpur railway.—The section from Bogra to Khariabada was opened for public traffic on the 5th April 1900, and the rest will probably be ready for opening about June 1900.

Mymensingh-Jamálpur-Jagannathganj railway.—The remaining portion of this railway, from Singhjani to Jagannathganj, was opened for goods traffic *viâ* Náráyanganj on the 15th October 1899, and *viâ* Jagannathganj on the 22nd October 1899; and for coaching traffic on the 1st December 1899.

Segowlie-Raxaul railway.—This line was closed during the rains owing to the breaches and damages to the bridges. It was, however, re-opened for traffic on diversions on the 23rd October 1899.

Bengal Dooars railway.—The portion from Dam Dim to Bagrakote of the western extension and from Mal Junction to Madarihat of the eastern extension, will, it is expected, be opened for public traffic in 1900; and the portion from Barnes Ghát Junction to Baura of the southern extension will probably be opened for goods traffic shortly.

Nilgiri railway.—This railway was re-opened for public traffic on the 15th June 1899.

Hyderabad-Gódávari Valley railway.—The length from Manmád to Sailu on the northern section was opened for public traffic on the 7th December 1899, and platelaying beyond Sailu is being pushed on. The bridge over the Gódávari river was completed in February 1900 and the length from Secunderabad to Basar will shortly be opened. It is expected that the portion between Basar on the southern section and Sailu on the northern section will be completed by the end of July 1900.

Birur-Shimoga railway.—This line was opened for public traffic on the 1st December 1899.

Vijapur-Kálol railway.—The construction of this line has been sanctioned and earthwork is in progress as a famine relief work.

Shoranur-Cochin railway.—This line has been sanctioned and earthwork is in hand.

Jodhpur-Bikaner railway.—The Suratgarh-Bhátinda section of the Bikaner-Bhátinda extension was sanctioned during the year. Earthwork on the entire length has nearly been completed and rails have been laid on the first 26 miles from Dulmera. The Bálotra-Bármer section of the Shadipalli-Bálotra railway, native state section, was opened for traffic on the 15th May 1899, and the remaining portion will probably be ready for opening by the 1st July 1900. The Palana coal siding, from Gigasar to the Palana coal-fields, which was sanctioned in January 1899, was opened for goods traffic on the 26th June 1899.

Udaipur-Chitor railway.—The extension from Debari to the new terminal station at Udaipur was opened for public traffic on the 25th August 1899.

Jaipur railway.—Earthwork, bridgework, ballast collection and stations and buildings are approaching completion, and the bridge over the Banas river, 30 spans of 60 feet girders, is about half finished.

Bársi Light railway.—Construction is in progress on the Tadwala extension which was sanctioned in December 1899.

Gwalior Light railways.—The Gwalior-Sipri and Gwalior-Bhind sections were opened for public traffic on the 2nd December 1899.

Rajpipla railway.—The remaining portion of this line from Umalla to Nándod was opened for public traffic on the 13th November 1899.

Cooch Behar railway.—Of the native state section, the length from Cooch Behar to Alipur Duar was opened for public traffic on the 15th April 1899. Of the British section, the line between Alipur Duar and Raja Bhat Khawa was opened on the 5th April 1900; the remaining length will probably be ready for opening at an early date.

Morvi railway.—Orders for the conversion of the Wadhwán-Rájkot section of this railway from 2′ 6″ to the metre gauge were issued in December 1899; the portion from Wadhwán to Dolia is to run over a new alignment *viâ* Sayla. The widening of the banks on the former is nearly completed and that of cuttings well in hand; the banks and cuttings of the new alignment are also nearly finished.

Principal events.

8. The following were the principal events during 1899-1900 :

Agreements were made on the 20th and 27th February and 12th May 1899, respectively, between the Indian Midland Railway Company and the native states of Kotah, Tonk and Gwalior, for the maintenance and working of the respective sections of the Goona-Bárán railway traversing those states.

On the 1st April 1899, the maintenance of the Bezwada-Ennúr section of the Bezwada-Madras railway was taken over by the East Coast State railway.

The Government of India, in April 1899, approved of the taking over and working of the Powayan steam tramway by the Rohilkund and Kumaon Railway Company, and negotiations are being carried on between the two companies for settlement of the details of the agreement.

Under the terms of the contract, dated the 31st October 1896, between the Secretary of State and the Segowlie-Raxaul Branch Railway Company for the construction and working of the Segowlie-Raxaul railway, the Secretary of State on the 5th June 1899 entered into an agreement with the Bengal and North-Western Railway Company for working the branch line.

From the 1st July 1899, the Bengal Central Railway Company was granted running powers for the Company's goods trains over the Eastern Bengal State railway between Dum-Dum junction and Sealdah, Chitpore and the Kidderpore Docks on special terms. The terms of the agreement for running powers for coaching trains over the five miles between Dum-Dum junction and Sealdah were also revised with effect from the 1st January 1899.

On the 1st July 1899, the Ennúr-Washermanpet section of the Bezwada-Madras railway was handed over to the East Coast State railway.

At the annual Viceregal Conference, which assembled at Simla on the 15th August 1899 for the consideration of railway projects, the following measures were determined upon :

(*a*) The preparation of a continual triennial programme of railway construction in place of the three years forecast.

(*b*) The constitution of a small travelling commission to enquire into local interests affecting railway schemes.

(*c*) The editing and publication in a suitable form yearly of lists of railway projects submitted for the consideration of the Government of India; from these lists purely strategic railways will be excluded.

The travelling commission is to sit and take evidence in public and will be open to interested parties. If the results of the investigations carried out by the commission appointed for this year should prove satisfactory, it is possible that such a commission may become part of the regular machinery for the administration of railways in the future, and it may develop into a permanent railway commission as is described in Chapter V of the Indian Railways Act, IX of 1890.

The first sitting of the commission took place in the Council Hall in Bombay on the 13th November 1899 to receive statements and evidence relative to a proposal for the construction of the Bombay Port Trust railway. The Government of India agree with the report of the commission that the necessity for the proposed railway is established, and that the new line, including the connection with the Bombay, Baroda and Central India railway, should be constructed and worked by the Great Indian Peninsula Railway Company.

Subsequently, the railway commission assembled in Madras in December 1899 to consider the point at which the new through line between Calcutta and Madras is to be divided for purposes of management and control; and it has been settled to fix Vizagapatam as the point of division with the reservation that power will be retained to resume at any time, on six months' notice, the working of the whole or any part of the length from Vizianagram to Vizagapatam, giving running powers instead. An agreement has also been arrived at between the Madras and Bengal-Nágpur Railway Companies to prevent the artificial diversion of traffic by unequal rates, which will secure the interests of the districts through which the line passes.

Notice of intention to purchase the Great Indian Peninsula railway by Government was served on the Great Indian Peninsula Railway Company, both in England and in India, on the 18th August 1899.

In August 1899, agreements between the Board of Control of the Bhávnagar-Gondal-Junágad-Porbandar railway and the proprietors of the Jetalsar-Rájkot and Dhrángadrá railways for the working of the latter lines were approved by the Government of India.

On the 6th September 1899, the Secretary of State entered into an agreement with the Maler Kotla and Jhind Durbars for the construction, maintenance and working of the Ludhiána-Dhuri-Jakhal railway by the agency of the North Western State railway.

A Traffic Conference of railway delegates assembled at Simla in September 1899, under the orders of the Government of India. The efforts of the conference were mainly directed towards (*a*) drawing up of rules with the view to making the Indian Railway Conference regulations binding on all railway administrations, who are parties to the conference, and (*b*) revision of the regulations of 1893. The principal feature in (*b*) is the adoption of the principle of payment for the use of foreign railway's vehicles by time instead of by mileage and demurrage, as in the Conference regulations of 1893.

The revised terms on which the Secretary of State is prepared to continue the working of the East Indian railway by the existing agency on the expiry of the contract of 1879 having been settled, a subsidiary contract was entered into on the 14th November 1899 between the Secretary of State and the East Indian Railway Company, which gave the company the right of working the line for a further period of twenty years, *viz.*, to the 31st December 1919.

With a view to secure the free movement of food-grains and fodder in connection with the prevailing scarcity in India, the Government of India, in November 1899, requested the railway authorities to take such action in the matter of lowering the railway rates and assimilating the upward and downward rates as the circumstances of the case may demand. Earthwork has also been sanctioned for famine relief purposes on certain projected railways in the localities affected by famine. A list of these was published in the Gazette of India, dated the 21st March 1900.

On the 16th December 1899, the Government of India sanctioned an agreement for the working by the Bombay, Baroda and Central India Railway Company of the Nágda-Ujjain railway, with effect from the 15th July 1896, on which date the line was opened for public traffic.

The Marwar (Jodhpur) and Bikaner Durbars have accepted a draft agreement between the Government of India and the Durbars for the construction of a railway on the metre gauge from Balotra to Hyderabad (Sind) and for the working of the British section of the line from the Jodhpur frontier to Hyderabad by the administration of the Jodhpur-Bikaner railway.

The rules for the Claims Arbitration Committee for Southern India, which was formed in July 1895, were revised in 1899. A similar committee is being formed for Northern India.

On the 1st January 1900, the Tanjore District Board having purchased the Government share of the Máyavaram-Mutupet railway, became the sole owner of that line.

On the 1st January 1900, the maintenance of the Narwana-Kaithal branch of the Southern Punjab railway was taken over by the North Western State railway.

It has been decided that the Rajputana-Malwa railway and connected lines will continue to be worked by the Bombay, Baroda and Central India Railway Company during the interval between the 30th June 1900, when the present agreement for working the Rajputana-Malwa railway will terminate, and the 30th June 1906, when the Bombay, Baroda and Central India Railway's contract is determinable; and that the basis of the revised terms will be that the working expenses of the whole of the Bombay, Baroda and Central India railway system, including all branch and subsidiary lines, except those of different gauge to the portion of the main lines with which they are connected, are to be charged to one account and divided *pro rata* over the various component sections of the system in proportion to their respective shares in the gross earnings.

No new railways were sanctioned during the year under the "Branch line terms" resolution of 1896, but negotiations in regard to the following have been in progress:

	Miles.
Bhágalpur-Bausi-Baidyanáth	69
Ahmadpur-Baidyanáth	63
Kurnool Road-Kurnool	36
Nadiád-Kapadvanj	28
Tilágaon-Sylhet	35
Akhaura-Bhairab Bazar	18½
Fatehpur-Márkundi	63
Chandipur-Taki	39

In paragraph 8, Part I of the railway administration report for 1898-99, the Láksám-Noakhali-Ichakhali and Bezwada-Masulipatam branch railways were mentioned as offered for construction at the sole risk of the promoters. The construction of these branches is now being negotiated under the rebate terms of the resolution referred to above. The negotiations, which were in progress, for the construction of the undermentioned lines have since been concluded:

	Miles.
Amritsar-Tarn Tarn-Sarhali	30
Sábarmati-Dholka	33

Comparison between the rolling-stock of the principal English and Indian railways.

9. The diagram and statement recorded in Chapter VI of this report give the comparison between the rolling-stock of the principal English and Indian railways.

It must be remembered in this comparison, however, that notwithstanding the fewer goods wagons on railways in India, the Companies in this country cannot work their stock to nearly the same advantage as is done in England. This is partly due to the long leads from the interior to the ports, mostly along single lines of railway, and consequently the slower through speed and the longer time taken before a wagon can get a return load, partly, to the want of better mechanical facilities for dealing with export traffic at the ports (particularly the coal traffic), and also to the deficiency of storage room which leads to delay in unloading wagons.

All these circumstances tend to lower the duty of wagons which was on the twelve principal standard gauge lines, only an average of 90,065 ton-miles during the year 1899 (a very favourable traffic year), although the standard which it is hoped to attain should be about 150,000 ton-miles in a year; that is to say, they only performed about 60 per cent of the possible maximum duty.

Similarly, on the ten principal metre gauge lines, the average duty of a wagon was 42,670 ton-miles only during the same year against a possible duty of 60,000 ton-miles, the actual duty being over 70 per cent. of the wagon's possible maximum duty.

During the four years 1896—1899, 895 coaching and 6,426 goods vehicles have been added to the running stock of the principal standard gauge lines and 631 coaching and 3,023 goods vehicles to that of the principal metre gauge lines. As regards the goods wagons this means an increase in their carrying capacity of 28·27 per cent. on the standard gauge and of 20·12 per cent on the metre gauge, while the ton mileage has only increased during the same period 28·09 per cent. on the standard gauge and 18·96 per cent. on the metre gauge.

Further large increases to the stock of both goods and coaching vehicles have been sanctioned for most of the principal railways, standard and metre gauge, in India; but owing to the present excess of the demand over the supply possible from England and elsewhere, it will take some time before the lines can be stocked to meet the great expansion of traffic now developing.

Capital outlay and cost per mile.

10. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1899 amounted to Rs. 302·28 crores,* thus:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Crores	220·43	78·94	2·09	0·82	302·28

In addition to this, Rs. 0·80 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 303·08 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Crores	214·96	70·69	1·95	287·60

* Including interest on capital during construction, which in the case of the Bengal and North-Western (Company's section), Delhi-Umballa-Kalka, Lucknow-Bareilly section (Rohilkund and Kumaon) and the Bengal Dooars railways was charged to the capital accounts of those lines.

	Rs.
† As per details in Chapter VII, paragraph 1	311·17 crores
Deduct—	
Total difference as per foot note § on the first and second pages of statement No. 17, due to premia on lines purchased	8·09 „
Total . .	303·08 „

The average cost* per mile of railway open was as follows:

Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
1,55,819†	72,718†	32,368

The cost per mile of single track, including sidings, was:

Rs.	Rs.	Rs.
1,20,208	64,243	30,613

Graphic diagrams.

11. The graphic diagrams published with this report show (1) the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1899, and (2) the revenue transactions and train-mileage results during the year 1898, and the capital outlay on the principal railways from the commencement of operations to the end of 1898.

Map showing railways constructed or sanctioned.

12. The map published with this report shows the railways constructed or sanctioned for commencement up to the 31st March 1900 and the gauge of each line.

Gross earnings.

13. The gross earnings during the calendar year were Rs. 29,43,18,276, against Rs. 27,46,42,349 during 1898 as follows:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898	20,59,41,416	6,66,35,828	20,65,105	27,46,42,349
1899	21,70,67,237	7,49,54,384	22,96,655	29,43,18,276
Increase . . .	1,11,25,821	83,18,556	2,31,550	1,96,75,927

Of the total gross earnings during 1899, 73·75 per cent. was earned by the standard gauge lines, 25·47 per cent. by the metre gauge, and the balance, 0·78 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . .	6,49,53,586	2,61,48,046	11,56,919	9,22,58,551
Goods . .	14,56,27,801	4,56,50,865	10,96,196	19,23,74,862
Miscellaneous, including steamboat . .	64,85,850	31,55,473	43,540	96,84,863
TOTAL .	21,70,67,237	7,49,54,384	22,96,655	29,43,18,276

Passenger traffic.

14. The number of passengers carried as compared with the previous year was as follows:

	Standard gauge. No.	Metre gauge. No.	Special gauges No.	TOTAL. No.
1898 . . .	97,239,429	53,134,685	2,210,207	152,584,321
1899 . . .	105,438,509	54,869,059	2,637,299	162,944,867
Increase . .	8,199,080	1,734,374	427,092	10,360,546

And the passenger miles:

1898 .	Miles	3,900,966,053	1,900,408,861	‡19,891,795	‡5,821,266,709
1899 .	. „ .	4,214,017,743	1,964,135,005	‡23,004,490	‡6,201,157,238
Increase	. „ .	313,051,690	63,726,144	3,112,695	379,890,529

* On outlay charged to final heads of account, excluding steam-boat.

† The mileages on which these are calculated include 1,406·48 miles of standard and 39·42 miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

‡ Excluding the Jorhát, Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Tezpore-Bálipárá and Gwalior Light railways.

The passenger earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898 . . .	5,19,03,165	2,30,44,546	*9,07,335	*7,58,55,046
1899 . . .	5,60,53,148	2,38,35,073	*10,40,135	*8,09,28,356
Increase . .	41,49,983	7,90,527	1,32,800	50,73,310

The earnings from other coaching traffic were as follows:

	Rs.	Rs.	Rs.	Rs.
1898 . . .	85,82,608	23,20,048	1,34,501	1,10,37,157
1899 . . .	89,00,438	23,12,973	1,16,785	1,13,30,196
Difference . .	+3,17,830	*—7,075*	*—17,716*	+2,93,039

15. The aggregate tonnage of goods, material and live-stock carried was 40,598,520 tons against 36,350,900 tons in 1898 as follows:

Goods traffic.

	Standard gauge. Tons.	Metre gauge. Tons.	Special gauges. Tons.	TOTAL. Tons.
1898 . . .	26,974,285	9,147,550	229,065	36,350,900
1899 . . .	29,994,123	10,322,931	281,466	40,598,520
Increase . .	3,019,838	1,175,381	52,401	4,247,620

The goods ton-mileage being:

	Standard gauge. Miles.	Metre gauge. Miles.	Special gauges. Miles.	TOTAL. Miles.
1898 . .	4,674,224,162	1,053,654,041	‡5,507,949	‡§5,733,386,152
1899 . .	4,927,393,547	1,261,781,179	†6,565,927	†6,195,740,653
Increase	253,169,385	208,127,138	1,057,978	462,354,501

The goods earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898 . . .	13,92,95,183	3,85,78,231	9,85,466	17,88,58,880
1899 . . .	14,56,27,801	4,56,50,865	10,96,196	19,23,74,862
Increase . .	63,32,618	70,72,634	1,10,730	1,35,15,982

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 24,467,819 tons, or 13·04 per cent. more than in 1898, and the freight received aggregated Rs. 16,04,10,609, being 8·28 per cent. more.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 4,195,219 tons, or 11·61 per cent., and the earnings of Rs. 1,34,05,252, or 7·54 per cent.

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* Including the earnings from other coaching traffic on the Jorhát State railway.

† Excluding the Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Tezpore-Bálipárá and Gwalior Light railways.

‡ Excluding the Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Tárakeshwar-Magra and Tezpore-Bálipárá railways.

§ Excluding the Ledo and Tikak-Margherita colliery railway.

Approximate earnings, first quarter, 1900.

16. The total earnings for the first quarter of 1900 were higher than in the first quarters of 1898 and 1899 :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1898 .	5,50,23,295	1,54,88,865	*3,50,623	*7,08,62,783
1st quarter of 1899 .	*5,67,12,672	*1,66,67,058	*4,22,196	*7,38,01,926
1st quarter of 1900 .	6,34,82,500	2,06,92,600	4,43,400	8,46,18,500

The figures relating to each railway separately will be found in Appendix G.

Working expenses.

17. The total working expenses amounted in 1899 to Rs. 14,01,94,084 against Rs. 13,06,43,525 in the previous year as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898 . . .	9,45,40,914	3,47,24,641	13,77,970	13,06,43,525
1899 . . .	10,10,25,955	3,76,32,341	15,35,788	14,01,94,084
Increase . .	64,85,041	29,07,700	1,57,818	95,50,559

The percentage of expenses on gross earnings under the several departmental heads was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance . .	11·39	12·28	16·62	11·66
Locomotive . .	15·97	16·14	17·85	16·04
Carriage and wagon .	4·73	4·02	6·64	4·56
Traffic . . .	7·71	8·22	13·22	7·88
General . . .	4·15	6·68	10·96	4·84
Steam-boat, special and miscellaneous, and rent of leased lines .	2·04	2·41	1·31	2·13
Contribution to Provident Fund . .	0·55	0·46	0·27	0·52
TOTAL .	46 54	50·21	66·87	47·63

Net earnings.

18. The net earnings realised were Rs. 15,41,24,192 against Rs. 14,39,98,824 in 1898 as under :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898 . . .	11,14,00,502	3,19,11,187	6,87,135	14,39,98,824
1899 . . .	11,60,41,282	3,73,22,043	7,60,867	15,41,24,192
Increase . .	46,40,780	54,10,856	73,732	1,01,25,368

Return on capital.

19. The statistical return on the capital expenditure† on open lines, including steam-boat service and suspense accounts, compares as follows :

	Standard gauge.	Metre gauge.	Special. gauges.	Average of all lines.
1898 . . .	5·53	4·89	4·58	5·37
1899 . . .	5·39	5·30	3·90	5·36

* Revised figures.

† The capital expenditure here referred to is that shown in Chapter VII, statement No. 22, which is that expended on lines open for traffic.

Financial results.

20. The financial results to the State of working the Indian railways for the financial year 1899-1900 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1899-1900 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter:

Losses—

	1898-99. Rs.	1899-1900. Rs.
Guaranteed railways	53,55,413	73,89,000
State railways, military, open	62,77,554	58,44,000
State railways, military, unopen	7,69,377	8,02,000
State lines leased to companies	92,66,686	62,95,000
State railways, commercial, unopen	12,33,836	8,28,000
TOTAL LOSSES	2,29,02,866	2,11,08,000

Gain—

State railways, commercial, open	1,78,675	5,26,000
State lines worked by companies	1,52,54,241	2,28,86,000
GAIN	1,54,32,916	2,34,12,000
APPARENT NET LOSS	74,69,950	*23,04,000* (Gain).

Add—Charges debited to—

39—Guaranteed companies—Land and supervision	3,63,393	10,54,000
40—Subsidised companies—Land and subsidy	10,44,051	7,67,000
41—Miscellaneous railway expenditure	5,43,366	6,10,000
TOTAL APPARENT CHARGE	94,21,260	1,27,000

The interest charges for the East Indian, Eastern Bengal and North Western railways for 1898-99 include annuities paid in England, which comprise a contribution of about 37½* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1898-99 in connection with the entire Indian railway system will stand at about 56⅔ lakhs of rupees. The contribution on account of sinking funds in 1899-1900 amounted to about 39† lakhs, and deducting this amount in the same way, there will be a net gain to the State of about 37⅔ lakhs of rupees.

	Lakhs.
* East Indian railway	22·97
Eastern Bengal railway	2·61
North Western railway	12·01
	37·59
† East Indian railway	23·79
Eastern Bengal railway	2·70
North Western railway	12·41
	38·90

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1898-99 would be about 33¾ lakhs, and in 1899-1900, there would be a gain of about 58 lakhs of rupees.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1*s.* 10*d.* the rupee.

The State has to continue, until the contracts terminate, to pay interest at the guaranteed rates which work out to the high average of $4\frac{3}{4}$ per cent. and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country; and owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1898-99 gives a percentage of about 6·3 on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a gain of Rs. 35,35,014 in the year 1898-99 instead of a charge of Rs. 53,55,413 as shown above.

The direct annual loss or gain to the State from the railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1899-1900 will be found in statement No. 5.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1898-99.

Classification No.	RAILWAY.	Capital raised to the end of 1898-99.	Capital withdrawn to the end of 1898-99.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99, less share of surplus profits paid to companies.	Gain or loss (+ or —).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVII	GREAT INDIAN PENINSULA .	25,982,786	25,868,188	1,190,024	1,78,74,426	13,171	1,78,87,597	1,48,37,478	—*30,50,119*
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	9,895,431	10,126,401	437,199	65,66,826	65,570	66,32,396	74,26,841	+ 7,94,445
XIX	MADRAS	11,261,888	11,210,061	535,302	80,40,355	3,348	80,43,703	49,43,964	—*30,99,739*
	TOTAL .	47,140,105	47,204,650	2,162,525	3,24,81,607	82,089	3,25,63,696	2,72,08,283	(*a*) —*53,55,413*

(*a*) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting t Rs. 3,63,893) met by Government in 1898-99.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State.)

Results to the State of working for the official year 1898-99.

Classification No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vict., cap. 25, to the end of 1898-99.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99, less share paid to companies.	Gain or loss (+ or —).
				STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
*II	BENGAL CENTRAL . .	1,000,000	1,24,51,525	33,750	5,06,932	...	5,06,932	2,66,485	*—2,40,447*
III & LXXXII	BENGAL-NÁGPUR . . .	8,774,095	15,31,14,210	288,200	43,28,827	11,17,947	54,46,774	37,64,487	*—16,82,287*
IV	INDIAN MIDLAND . . .	7,493,123	10,02,36,800	246,080	36,96,176	2,16,425	39,12,601	24,68,036	*—14,44,565*
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	160,837	(a) 44,06,395	...	...	1,61,285	1,61,285	4,42,970	+ 76,839
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SERAMAU RAILWAYS PRIOR TO TRANSFER . . .	...	51,21,139	...	...	2,04,846	2,04,846		
XLIII	SOUTHERN MAHRATTA .	6,703,207	(b) 8,16,43,116	224,235	33,68,059	...	33,68,059	10,47,534	*—29,83,662*
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION .	...	1,65,78,416	...	...	6,63,137	(c) 6,63,137		
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . .	1,224,000	1,51,86,301	48,000	7,20,970	...	7,20,970	2,41,337	*—42,487*
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY	...	...	...	...	*—4,37,146*	*—4,37,146*		
XLVIII	ASSAM-BENGAL—PART I .	...	35,32,767	...	...	1,36,986	1,36,986	42,706	*—25,25,732*
	ASSAM-BENGAL—PART II .	2,313,135	3,65,59,841	71,250	10,70,190	...	10,70,190		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "48"	...	3,99,27,859	...	...	13,61,262	13,61,262		
XLIX	BURMA—COMPANY'S ACCOUNT	1,836,462	1,90,24,451	50,503	7,58,566	...	7,58,566	34,06,379	*—4,28,791*
	BURMA—GOVERNMENT ACCOUNT	...	7,69,12,324	...	...	30,76,604	30,76,604		
	GOVERNMENT SHARE OF SURPLUS PROFITS OF THE ROHILKUND AND KUMAON RAILWAY TAKEN IN REDUCTION OF THE COMPANY'S DEBT FOR ADVANCES OF INTEREST	...	...	*—296*	*—4,446*	...	*—4,446*	...	+ 4,446
	TOTAL .	29,504,859	56,46,95,144	961,722	1,44,45,274	65,01,346	2,09,46,620	1,16,79,934	*—92,66,686*

(a) Including outlay from advances made in India.
(b) Including the Bellary-Kistna section since the date of transfer from the State, *viz.*, the 1st January 1888.
(c) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that this interest on the capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State Railways (Commercial).

Results to the State of working for the official year 1898-99.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Commercial lines and collieries.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic.							
XI	NORTH WESTERN— COMMERCIAL SECTION . . .	(a) 35,51,53,777	569,889	85,59,859	85,29,777	1,70,89,636	1,78,15,034	+7,25,398
XII	HYDERABAD SHADIPALLI . . .	18,38,426	...	...	73,524	73,524	75,649	+2,125
XIII & LI	OUDH AND ROHILKHAND . . .	12,75,80,665	326,331	49,01,564	9,46,588	58,48,152	52,96,071	—5,52,081
XIV & L	EASTERN BENGAL	(a) 12,80,84,736	155,595	23,37,071	36,36,758	59,73,829	75,04,505	+15,30,676
IX & XVI	EAST COAST (b)	5,89,03,136	...	...	23,44,765	23,44,765	8,87,938	—14,56,827
LXXXIII	JORHÁT	9,18,132	...	...	36,416	36,416	5,853	—30,563
LXXXIV	CHERRA-COMPANYGANJ . . .	7,69,531	...	...	30,773	30,773	—1,00,766	—1,31,539
	UMARIA COLLIERY	11,21,127	...	...	46,248	46,248	27,795	—18,453
	WARORA COLLIERY	17,85,123	...	...	72,835	72,835	1,82,774	+1,09,939
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL) . .	67,61,54,653	1,051,815	1,57,98,494	1,57,17,684	3,15,16,178	3,16,94,853	+1,78,675
	(2) Unopen lines and Miscellaneous charges.							
X	AGRA-DELHI CHORD	62,285	...	...	2,484	2,484	...	—2,484
XI	NORTH WESTERN— LYALLPUR-KHÁNEWÁL SECTION .	21,97,396	...	...	70,100	70,100	...	—70,100
	INDUS BRIDGE	27,15,777	...	...	88,213	88,213	...	—88,213
XIII	OUDH AND ROHILKHAND, GHÁZIABAD-MORADABAD SECTION	19,53,465	...	...	40,948	40,948	...	—40,948
XVI	EAST COAST— ENNÚR-BEZWADA SECTION . .	2,30,97,731	...	...	7,91,316	7,91,316	...	—7,91,316
	GÓDÁVARI BRIDGE	32,05,294	...	...	94,862	94,862	...	—94,862
L	EASTERN BENGAL, RUNGPUR-DHUBRI EXTENSION AND TEESTA BRIDGE .	5,24,401	...	...	12,657	12,657	...	—12,657
LII	SHADIPALLI-BÁLOTRA (BRITISH SECTION)	9,97,316	...	...	20,482	20,482	...	—20,482
	JULLUNDER-HOSHIÁRPUR . . .	14,531	...	...	601	601	...	—601
	LUDHIÁNA-FEROZEPORE . . .	28,311	...	...	1,132	1,132	...	—1,132
	STORES SUSPENSE BALANCES . . .	8,53,210	...	...	24,731	24,731	...	—24,731
	CHITTAGONG JETTIES	4,63,766	...	...	9,275	9,275	...	—9,275
	PETROLEUM OPERATIONS, BALUCHISTAN	1,19,187	...	...	4,768	4,768	...	—4,768
	NÁGPUR-CHHATISGARH DEPRECIATION ACCOUNT	6,57,038	...	...	26,281	26,281	...	—26,281
	VIZAGAPATAM-RAIPUR* . . .	2,45,035	...	...	9,801	9,801	...	—9,801
	BILASPUR-ETÁWAH SURVEY* . .	75,132	...	..	3,005	3,005	...	—3,005
	RÁNAGHAT-BHAGWÁNGOLA* . .	3,02,450	...	...	12,097	12,097	...	—12,097
	SOUTHERN MAHRATTA (DEPRECIATION ON WORKS, ETC.)	5,27,071	...	...	21,083	21,083	...	—21,083
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL), ETC.	3,80,39,396	...	...	12,33,836	12,33,836	...	—12,33,836
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)	71,41,94,049	1,051,815	1,57,98,494	1,69,51,520	3,27,50,014	3,16,94,853	—10,55,161

		North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay—			
Commercial section as above	35,51,53,777	49,84,42,939	12,80,84,736
Military section as in statement No. 3-A	14,32,89,162		
Deduct premium	...	2,93,38,040	1,13,64,370
Amount shown as capital in the published finance accounts of the Government of India		46,91,04,899	11,67,20,366

(b) Includes the Bezwada extension, which is worked by His Highness the Nizam's Guaranteed State Railway Company.
* Abandoned or in abeyance.

STATEMENT No. 3-A.

State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Military lines.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic.							
XI	NORTH WESTERN— MILITARY SECTION* . . .	14,32,89,162	...	...	57,24,990	57,24,990	—5,52,564	—62,77,554
	TOTAL OPEN STATE RAILWAYS (MILITARY)	14,32,89,162	...	...	57,24,990	57,24,990	—5,52,564	—62,77,554
	(2) Unopen lines, etc.							
	MÁRI-ATTOCK	1,52,17,194	...	...	5,79,819	5,79,819	...	—5,79,819
	FRONTIER RAILWAY RESERVE MATERIAL	43,57,493	...	...	1,74,973	1,74,973	...	—1,74,973
	PESHÁWAR RAILWAY RESERVE MATERIAL	3,61,478	...	...	14,585	14,585	...	—14,585
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	1,99,36,165	...	...	7,69,377	7,69,377	...	—7,69,377
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY) . .	16,32,25,327	...	...	64,94,367	64,94,367	—5,52,564	—70,46,931
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY) .	87,74,19,376	1,051,815	1,57,98,494	2,34,45,887	3,92,44,381	3,11,42,289	—81,02,092

* Including the line from Ruk to Chaman and the Quetta loop, Sibi to Bostán *vid* Bolan and Quetta; the Sind-Sagar line from Lálá Musa to Sher Shah junction with branches: and the lines from Golra to Khusálgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge, the Miánwáli-Mári branch railway and the Mushkaf-Bolan railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1898-99.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts (less surplus profits paid to companies) for 1898-99.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
		(a)						
I	EAST INDIAN	44,88,39,128	1,521,222	2,28,49,092	31,47,135	2,59,96,227	3,67,71,508	+1,07,75,281
		(b)						
V	BHOPAL-ITÁRSI (BRITISH SECTION)	23,85,765	...	...	95,058	95,058	79 435	— 15,623
VII	WARDHA COAL	49,96,325	...	...	1,99,853	1,99,853	77,827	— 1,22,026
VIII	DHOND-MANMÁD	1,14,36,914	...	...	4,56,884	4,56,884	2,89,635	— 1,67,249
XVI	EAST COAST (MADRAS-ENNÚR SECTION)	5,98,565	...	...	23,923	23,923	18,439	— 5,484
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . .	2,72,72,384	...	...	10,67,901	10,67,901	18,10,246	+ 7,42,345
	TIRHOOT EXTENSIONS . .	83,32,984	...	...	2,87,547	2,87,547	...	— 2,87,547
VI & XLI	RAJPUTANÁ-MALWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ . .	15,04,43,675	...	...	60,70,049	60,70,049	1,07,32,050	+ 46,62,001
XLII	PÁLANPUR-DEESA . . .	2,33,264	...	...	9,331	9,331	13,757	+ 4,426
XLIV	GUNTAKAL-MYSORE FRONTIER .	58 98,840	...	...	2,36,029	2,36,029	1,18,271	— 1,17,758
		(c)						
XLVI	SOUTH INDIAN	8,13,10,496	176,635	26,53,097	10,14,573	36,67,670	34,77,545	— 1,90,125
XLVII	MÁYAVARAM-MUTUPET . .	24,95,056	...	...	99,842	99,842	75,847	— 23,995
	TOTAL .	74,42,43,396	1,697,857	2,55,02,189	1,27,08,125	3,82,10,314	5,34,64,560	+1,52,54,246

(a) Capital as above . . . . . Rs. 44,88,39,128
Deduct premium 6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India 38,33,39,128

(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the railway.

(c) Capital as above . . . . . Rs. 8,13,10,496
Deduct premium 99,92,770
Amount shown as capital in the published finance accounts of the Government of India 7,14,17,726

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES PANIES, EXCL
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (d)	Loss to the State.	Capital expended.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1853-59 to 1876-77	40,679,454	28,548,752	50,111,055	21,562,303	28,538,284	2,296,760	6,160,899	3,864,139	9,734,320
1877-78	41,301,759	2,327,993	2,331,834	3,841	31,429,069	931,597	1,539,457	607,860	11,502,783
1878-79	41,682,705	1,619,109	2,473,255	854,146	33,178,146	805,422	1,693,385	887,963	13,462,694
1879-80	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	808,647	15,499,419
1880-81	41,742,884	1,722,573	2,488,599	766,026	39,794,420	1,370,332	1,899,329	528,997	17,282,260
1881-82	42,075,110	2,343,565	2,496,263	152,698	41,033,885	1,120,266	2,000,945	880,679	19,238,660
1882-83	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84	42,629,697	2,137,094	2,539,530	402,436	45,068,279	1,360,863	2,155,659	794,796	22,807,853
1884-85	43,096,508	2,293,615	2,588,135	294,520	(a)49,315,639	1,538,771	2,244,336	705,565	27,262,817
1885-86	43,682,117	2,503,229	2,761,684	258,455	(b)57,441,360	1,928,223	2,568,277	640,054	30,053,692
1886-87	43,529,450	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,532	34,252,218
1887-88	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897	38,865,035
1888-89	44,343,227	2,742,916	3,105,916	363,000	(c)68,551,352	1,829,123	3,243,347	1,414,224	42,998,060
1889-90	44,628,363	2,521,976	3,084,675	562,699	70,419,934	2,322,253	3,203,214	880,961	46,493,037
1890-91	45,091,263	2,841,185	2,844,547	3,362	72,346,190	2,319,183	3,150,571	831,388	(e) 54,991,610
1891-92	45,137,155	2,770,064	3,069,430	299,366	75,273,278	2,677,615	3,355,444	677,829	56,746,332
1892-93	45,207,409	2,662,489	3,438,635	776,146	78,508,182	2,177,320	3,681,650	1,504,330	59,014,659
1893-94	45,276,701	2,812,558	3,557,492	744,934	81,307,226	2,621,612	3,885,506	1,263,894	60,809,874
1894-95	45,594,262	2,449,616	3,953,754	1,504,138	84,237,291	3,114,014	4,127,756	1,013,742	62,910,168
1895-96	45,912,510	2,773,731	3,806,675	1,032,944	87,146,715	3,307,013	4,166,192	859,179	65,081,249
1896-97	46,174,078	2,186,862	3,597,232	1,410,370	83,007,303	2,529,708	3,880,893	1,351,185	77,262,614
1897-98	46,573,637	2,091,690	3,377,684	1,285,994	85,368,277	3,051,084	3,897,870	846,786	81,756,009
1898-99	47,204,650	2,720,828	3,256,370	535,542	87,741,937	3,114,228	3,924,437	810,209	86,009,941
1899-1900 Revised estimate	47,765,450	2,537,800	3,271,700	733,900	89,515,794	3,307,400	4,002,200	694,800	90,415,785
TOTAL	...	83,345,347	119,084,854	35,739,507	...	49,290,473	74,629,665	25,339,192	...

(a) Includes capital expenditure on the Eastern Bengal railway prior to purchase as under:

	£
Share capital at time of purchase	2,255,480
Premium on share capital at time of purchase	1,136,437
Debentures and debenture stock	1,023,658
TOTAL	4,415,575

(b) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under:

Share capital at time of purchase	11,075,320
Premium on share capital at time of purchase	2,933,804
TOTAL	14,009,124

(c) Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand railway.

(d) nterest on capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway on which 4½ per cent. is paid by the State.

(e) ncludes the following amounts in connection with the acquisition of the South Indian railway by the State:

	£
Debt created for redemption of share capital	4,197,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	5,692,557

This figure differs from the purchase-money entered in the Finance and Revenue accounts of the Government of India, in which £1,000,000 received from the company is treated as reduction of debt.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against State railways from 1880-81.

No. 5.

from railway outlay since 1858-59.

LEASED TO AND WORKED BY COMPANIES, INCLUDING THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (FROM 1872-73).				Loss to the State on working the railway system of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (*d*) (*f*)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Gain to the State.		39. Guaranteed companies, Land and supervision.	40. Subsidised companies, Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,435	...	120,951	28,491,178
299,083	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	31,331,420	1,928,410	1,818,712	109,698	1,969,511	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(*g*) 37,779,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,639	735,991	401,352	38,242,989	2,421,288	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,883,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	39,110,477	3,030,972	2,072,270	958,702	312,745	67,326	54,573	—129,405	305,239
915,207	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	79,553	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,831	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,497	171,417	19,257	33,130	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	—10,860	1,847,052
2,434,981	2,648,399	213,418	47,079,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,688,448	3,239,772	545,324	42,338,531	3,601,895	2,777,993	823,902	2,482,977	28,083	85,020	63,901	2,659,981
2,860,962	3,304,399	443,437	43,627,950	3,931,277	2,641,776	1,289,501	1,286,716	15,911	113,760	16,229	1,432,616
2,837,298	3,316,070	478,772	44,883,913	3,677,151	2,599,623	1,077,528	746,995	36,389	104,405	54,337	942,126
3,649,000	3,431,600	+217,400	46,833,913	4,100,300	2,658,600	1,441,700	+230,400	105,400	76,700	61,000	12,700
37,821,188	45,826,432	8,005,244	...	79,858,317	61,903,019	17,955,298	51,128,645	4,075,545	897,812	1,709,485	57,811,487

(*f*) Includes the following amounts for advances and repayments of advances of interest.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances .	5,188	16,807	34,154	45,239	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,480	32,994	17,883	34,054	41,694	25,252	24,052	14,969	44,160	45,300
Net .	2,426	12,283	30,905	44,621	—119	—1,616	—24,764	—42,768	—49,103	—31,480	—32,994	—17,883	—34,054	—41,694	—25,252	—24,052	—14,969	—44,160	—45,300

(*g*) This sum is arrived at thus:

Capital of the East Indian railway at time of purchase	£26,200,000
25 per cent. premium thereon	,, 6,550,000
Debentures and debenture stock	,, 4,450,000
Outlay subsequent to purchase	Rx. 154,248
Outlay on the Dildarnagar-Ghazipur, Nalhati and Patna-Gya railways	,, 425,348
TOTAL	Rx. 37,779,596

* On these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is included in the column "Interest and annuity." and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways during the official year ending with the 31st March 1900 :

East Indian railway (standard gauge).

2. The erection of the new carriage and wagon shops at Lillooah is advancing as rapidly as circumstances allow. The earthwork of the new east bank station at Luckeeserai will be finished this season. The new land spans on the Naiháti side of the Jubilee bridge have been completed. The construction of the new locomotive yard at Jamálpur has made rapid progress; the yards at Moghal Serai and Burdwan are approaching completion; the work on the yard at Gháziabad was suspended until October last when permission to resume it was obtained from Government. The interlocking of roadside stations between Moghal Serai and Jubbulpore has been completed. The new block instruments for the lower part of the line have arrived and will be put in place as soon as the cabins now under construction are ready; the wires for working them are being erected. Work on the new junction station and locomotive yard at Hooghly has been started. The new booking office in Fairlie Place, Calcutta, has been opened.

Open line.

The Pandra branch, 3·24 miles in length, from mile 148¾ on the Jherriah branch, is well advanced, and work on the Sitarampur-Domohani extension, 6·99 miles, is making good progress. The doubling of the line from Sitarampur to Barákar and of portions of the Jherriah branch is approaching completion.

Pandra branch and Sitarampur-Domohani extension.

Although this extension, with the exception of the Sone bridge, was practically ready for opening in June 1899, it was not considered advisable to open any section of it until through communication across the river was possible. The Sone bridge was inspected and passed for opening on the 22nd February 1900 and the whole line was opened for traffic on the 1st March 1900. The Sone bridge has 93 spans of 100-foot girders and its length over abutments is nearly two miles; the bridge is not only the longest in India, but it is believed to be, after the Tay bridge near Dundee, Scotland, the longest in the world.

Moghal Serai-Gya extension.

An estimate for the construction of the Bárun-Daltonganj extension for a length of 78·32 miles was sanctioned in February 1899, and work has been started.

Barun-Daltonganj extension.

South Behar (Luckeeserai-Gya) railway (standard gauge).

3. This line, 78·83 miles in length, including the Phalgu bridge (18 spans of 100 feet and 1 span of 30 feet) was opened for traffic from Luckeeserai to Wazirganj on the 3rd and from Wazirganj to Gya on the 10th July 1899. The line is being worked by the East Indian Railway Company.

Bengal Central railway (standard gauge).

4. Land is being acquired for the construction of a siding from Dum-Dum Cantonment station to Pattipooker, 2·68 miles in length, which was sanctioned in April 1899.

A new siding from Dum-Dum Cantonment station to the Small Arms and Ammunition Factory is nearly complete.

Bengal-Nágpur railway (standard gauge).

5. Owing to the partial failure of the last year's rains and to the unusual flow of traffic towards the Central Provinces, extensive additions and improvements to watering arrangements have had to be made at various stations along the main line. The abnormal traffic due to the

Open line.

famine in the Central Provinces and Berar during the last six months has also necessitated additional siding accommodation at Belpahár, Kanika, Chakardharpore and Raigarh.

Calcutta-Cuttack extensions.

The works on the Calcutta-Cuttack extensions have now nearly been completed; the last section, *viz.*, between Kola and Howrah, a distance of 36½ miles, has the rails laid into Howrah station, and may be expected to be opened for traffic shortly. The bridge across the Mahanuddee, consisting of 64 spans of 100 feet, has been completed and opened for traffic. Of the other large bridges, with the exception of the Roopnarain (7 spans of 300 feet and 4 of 100 feet) all have been completed, and trains may be expected to run over them shortly. The bridge over the Roopnarain is also expected to be ready at an early date.

Khargpur-Midnapore branch.

This branch was opened for public traffic on the 1st February 1900 up to the south bank of the Cossye river, a length of 5·75 miles. The bridge over the Cossye, which is to consist of 16 spans of 100-foot girders, is well in hand.

Raipur-Dhamtari branch.

The work of converting this line from a 2 feet to a 2 feet 6 inches gauge is gradually being carried out.

Indian Midland railway (standard gauge).

6. The renewal of wooden sleepers in the main line of the Agra Gwalior section has been completed. Most of the works required to complete the Saugor-Katni Murwara extension have been finished.

Bhopal-Itársi railway (standard gauge).

7. About 6·90 miles of 62 lb. steel rails have been renewed with the Indian Midland railway type of 80 lb. steel rails.

Bína-Goona-Bárán railway (standard gauge).

Goona-Baran extension.

8. This extension, 73·49 miles in length, was completed and opened for public traffic on the 15th May 1899.

Gwalior Light railways (2′ 0″ gauge).

9. Both the Gwalior-Sipri (73·81 miles) and Gwalior-Bhind (52·33 miles) sections were opened for public traffic on the 2nd December 1899.

North Western State railway (standard gauge).

Open line.

10. The works in connection with the junction arrangements in the locomotive yard at Kotri were completed during the year, and those in the traffic yard are well in hand. The special renewals of rails and sleepers between Kurrachee City and Thull, miles $\frac{3}{19}$, $\frac{5}{6}$, $\frac{6}{3}$ and $\frac{7}{3}$ and from mile 334 to 343, also between Sibi and Nárí Bank, were completed during the year. A good deal of work has been done on building the new paint shops at Lahore, and the work is approaching completion. The work of additions and alterations at Bhátinda in connection with the junction arrangements with the Southern Punjab (Delhi-Samásata) railway is still in hand. The ballasting of the Sind-Sagar and Wazirabad-Lyallpur railways is approaching completion. Good progress was made during the year in re-modelling the Lahore yard, as also in connection with the junction arrangements at Khánewal. The ballasting of the Kotri-Rohri railway has been completed.

Mari-Attock railway.

The Márí-Attock railway, from Campbellpur (North Western State railway) to Basál (Khushálgarh branch) and from Jand (Khushálgarh branch) to Daud Khel (Márí branch of the Sind-Sagar railway), aggregating 75·61 miles in length, was taken over by the North Western State railway, and, as stated in the last report, opened for public traffic from the 1st April 1899.

The construction of the Lyallpur-Toba Tek Singh section, 49 miles in length, was taken over by the North Western State railway in April 1899, and the line was completed and opened for public traffic on the 22nd June 1899. The extension of the line from Toba Tek Singh to Khánewal, 57 miles in length, including a bridge over the river Ravi, was completed and opened for traffic on the 16th April 1900.

Lyallpur-Khanewal extension.

The construction of a railway from Nowshera to Dargai, about 42 miles in length, on the 2 feet 6 inches gauge, was sanctioned during the year and the work is in progress.

Nowshera-Dargai railway.

The construction, on behalf of the Punjab Irrigation department, of a railway line from Bahá-uddín (a station on the Sind-Sagar railway) to Rasul, 9 miles in length, was completed, and opened for stone traffic on the 4th January 1900.

Baha-uddin-Rasul railway.

During the year, the last three spans of this bridge were erected. All works have been practically completed, and it is expected that the bridge will shortly be opened for traffic.

Indus bridge at Kotri.

On this section, 6·25 miles in length, earthwork is ready, the Fuleli bridge is complete, and the brickwork of culverts has been finished. Spans for the small girders have just arrived, and the permanent-way will be laid when they have been erected.

Hyderabad-Rahoki section.

A re-survey and the construction of a standard gauge railway from Pesháwar to Jumrood, a distance of 12 miles, was sanctioned during the year. The survey work has been completed and the construction of the line is now in hand.

Peshawar-Jumrood railway.

Ludhiána-Dhuri-Jakhal railway (standard gauge).

11. Sanction to construct the line was given in September 1899 and work has been in progress since October 1899. The railway is expected to be opened in April 1901 throughout from Ludhiána to Jakhal, a distance of about 80 miles.

Oudh and Rohilkhand State railway (standard gauge).

12. Works both in connection with the Benares City extension and the re-modelling of the Benares Cantonment station, which were in progress on the 31st March 1899, are nearing completion. The section (metre gauge) from Benares Cantonment to the Benares City station (within the Oudh and Rohilkhand State railway boundary) of the Bengal and North-Western railway, a distance of 1·81 miles, was opened for traffic on the 5th April 1899 Works in connection with the re-modelling and extending of the Lucknow (Charbagh) yard are in progress, and will, it is anticipated, be finished during 1901.

Open line.

During the year, 17·12 miles of the line were relaid with 75lb. steel rails, 72,106 broken cast-iron pot sleepers of the old pattern were replaced by cast-iron pots and plates of the new pattern (Walton's pots and plates), and 13,205 of Walton's cast-iron pots and plates have been laid in during the work of re-spacing. Up to the 31st March 1900, 243·17 miles of line were fully ballasted with either kunkur, stone or shingle. This is exclusive of 187 miles of main line between Lucknow and Benares (the Rae-Bareli-Benares chord) which are fully ballasted with kunkur. The progress in the renewal or strengthening of weak girders up to the same date was: 118 spans of 9 feet, 342 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, 1 of 31 feet, 28 of 40 feet, 34 of 60 feet, and 10 of 66 feet, renewed; and 4 spans of 10 feet, 43 of 15 feet, 74 of 30 feet, 2 of 60 feet, and 8 of 66½ feet, duplicated. Of these, 6 spans of 60 feet were renewed and 8 spans of 66½ feet duplicated during the year.

The railway on either side of the Ganges bridge has been practically completed, with the exception of ballasting which will not be undertaken till after the rains. All the larger bridges have been completed, except the Ganges bridge (11 spans of 200 feet), for which the girders have not yet arrived.

Ghaziabad-Moradabad railway.

The section from Moradabad to Gajroula (34 miles) was opened for traffic on the 1st April 1900 and the remainder of the line, including the bridge, it is expected, will be opened about the 1st November 1900.

Hardwar-Dehra railway (standard gauge).

13. Work was in progress throughout the year on the Hardwar-Dehra railway, 32·05 miles in length, except for about two months when rain and sickness compelled work to be almost completely stopped. The line from Hardwar to Dehra was opened on the 1st March 1900 for all descriptions of traffic.

Eastern Bengal State railway system (standard, metre and special gauges).

Open line.

14. The particulars of re-laying with steel rails up to date are detailed below :

		Miles.	Miles.
Total length re-laid on the Eastern and Southern sections			140·85
Total length re-laid on the Northern section	With 50 lb. rails	177·91	
	„ 41¼ lb. „	20·76	
			198·67

The works detailed in the last report have all been completed, with the exception of the following which are still in progress : strengthening the bridges from Kidderpore to Dámukdia, and Porádaha to Goalundo ; block stations between Calcutta and Canal Junction, and between Dum-Dum Junction and Belghurriah ; additions and alterations to the general offices at Sealdah ; and crossing stations between Gopálpur and Málánchi, and between Nattore and Madhnagar.

Arrangements have been made for re-placing the wooden posts of the existing wire fencing for 45 miles on the Eastern section by iron ones during the year 1900-01. An estimate was sanctioned for fitting tablet instruments for trial in connection with single line working. A siding is being laid to the Gordon mills at Kánkinára, and the siding of the Union Jute mills is being extended outside and inside the mill premises at Beliaghata.

Besides provision of additional sidings and additions and alterations to station buildings and staff quarters at several stations, the following works, sanctioned during the year, amongst many others, have been completed : protecting the river bank at Kooshtea ; constructing a school building at Saidpur and a permanent station building at Salmari. Seventeen stations are being fitted with List and Morse' interlocking apparatus.

Rajbari-Faridpur branch.

The remaining portion, 7·43 miles, of the Faridpur branch line was opened to traffic on the 9th April 1899.

Teesta bridge.

Good progress has been made with the work on the Teesta bridge. All the foundations and superstructure of piers and abutments will, it is expected, be completed shortly. Four spans of girders have already been erected, and the remaining ten spans will probably be up by the end of July.

Mogalhat-Dhubri extension.

The construction of the Mogalhát-Dhubri extension, 38·83 miles, was started last cold weather. In connection with this extension, sanction has also been given for the conversion of the 2′ 6″ gauge line, 12·23 miles, from Teesta to Mogalhát to the metre-gauge.

Brahmaputra-Sultanpur railway (metre gauge).

15. Of this railway, 24½ miles from Santahar to Bogra were opened to traffic on the 1st April 1899, and the section from Bogra to Khariabada, 22 miles in length, on the 5th April 1900 ; the rest will probably be ready for opening about June next.

Mymensingh-Jamálpur-Jagannathganj railway (metre gauge).

16. The remaining portion of this railway, from Singhjani to Jagannathganj, 20·30 miles in length, was opened for goods traffic *viá* Náráyanganj on the 15th October, and *viá* Jagannathganj on the 22nd October 1899 ; and for coaching traffic on the 1st December 1899.

Cooch Behar railway (2′ 6″ gauge).

17. The permanent bridge over the Torsa river could not be completed during the year owing to the difficulties experienced in removing the debris of piles and scaffolding wrecked by a sudden rise in the river. It is expected that the bridge will be opened shortly.

Torsa bridge.

The native state section, from Cooch Behar to Alipur Duar, was, as stated in the last report, opened to traffic on the 15th April 1899. Of the British section, the line between Alipur Duar and Raja Bhat Khawa was opened to traffic on the 5th April 1900; the remaining length will probably be ready for opening at an early date.

Santrabari extension.

East Coast State railway, including Bezwada-Madras section (standard gauge).

18. The construction of a new engine shed with sidings and a triangle at Sitanagaram was completed in October 1899 An artesian tube well, $8\frac{1}{2}$″ diameter, was sunk 295 feet at Cocanada Port, and successfully completed in December 1899. A similar tube well is being sunk at Ellore. Watering arrangements at Gudur and Bitragunta and goods sheds at Singaráyakonda and Ongole have been completed.

Open line.

A branch on the 5 feet 6 inches gauge from Naupada station to the Government Salt pans, 2·61 miles in length, was sanctioned during the year. It will probably be completed at an early date.

Branch from Naupada to the Government Salt pans.

Both abutments and all piers of this bridge with the exception of Nos. 3 and 4 are complete, these two will be finished shortly. Out of 56 spans of 150-foot girders, 44 have been received; of these, 39 have been erected on the piers and the remaining 5 are nearly eady for lifting. Work is now delayed for want of the remaining 12 spans, 5 of which are expected shortly, and further progress is dependent upon their arrival.

Godavari bridge.

Great Indian Peninsula railway system (standard gauge).

19. The work of renewing the girders (3 spans of 142 feet) of the Ehegaon viaduct was continued; operations on the up road have now been completed and the down road is about to be taken in hand. The new station at Thána has been completed. Work on the proposed new station at Dádar is still in abeyance pending the settlement of the question of the removal of the Vehar water main. The junction arrangements at Manmád station in connection with the Hyderabad-Gódávari Valley railway are almost complete. The renewal of five out of ten spans of 60-foot girders of the Warren type with plate girders of the Government standard type has been completed.

Open line.

The work of constructing the branch line from Jalgaon to Amalner has been in progress throughout the year. With the exception of the bridge over the Girna river (nine spans of 175 feet), the line has been completed. The rails were laid as far as Dharangaon station (mile 19) by the end of January, and this portion of the line was opened for goods traffic on the 20th February 1900, a temporary diversion being made across the Girna river.

Amalner-Jalgaon branch, 34·28 miles.

Work on the construction of the Chálisgaon-Dhulia branch line has been in active progress during the year. The Girna bridge (thirteen spans of 100 feet) is practically complete and all work beyond the Girna river is finished, except plate-laying and erection of girders at the various bridges.

Chalisgaon-Dhulia branch, 34·84 miles.

Bombay, Baroda and Central India railway (standard gauge).

20. The work of renewal of Warren girders with steel plate girders has been completed. With the exception of the transhipping arrangements at Vishvámitri, which is still in hand, all the works said to be in progress in the last year's report have also been completed.

Open line.

A groyne 550 feet at top and 700 feet at bottom from the centre line of railway was thrown up at the south abutment of the Nerbudda bridge, the scour hole near pier No. 23 was filled up and the piers were protected with rubble pitching before the rains set in. A new station between Dádar and Máhim was completed and opened for traffic in January 1900.

During the year, the following additional important works were put in hand, *viz.*, extension of the locomotive shops at Parel; renewal and duplication of minor girders; extension of abutment groyne, 200 feet, at the Nerbudda; and also an oblique spur into the river from the left bank about a mile upstream.

Doubling the main line between Bombay (Colaba) and Baroda.

The lengths between Kim and Anklesvar (16·16 miles) and Broach and Miyágám (25·42 miles) were opened for traffic on the 11th December 1899 and the 15th October 1899, respectively; the portion remaining between Anklesvar and Broach, though nearly completed, cannot be opened for traffic on account of its exclusive use for stone trains for the Nerbudda works. On the portion, 80 miles, between Dáhánu and Sachin, good progress is being made. The length between Dáhánu and Gholvad (7 miles) is complete and about to be opened for traffic. Work on the remaining length is well in hand.

Tápti Valley railway (standard gauge).

21. The remaining length of this railway, from Vyára to Amalner, 119·86 miles in length, was completed during the year, and opened for public traffic by sections on the following dates, *viz.*, from Vyára to Chinchpáda on the 10th July 1899; from Chinchpáda to Nandurbar on the 8th October 1899; from Nandurbar to Dondaiche on the 11th November 1899; and from Dondaiche to Amalner on the 15th March 1900.

Petlád-Cambay railway (standard gauge).

22. During the year, sanction was given to the construction, through the agency of the Bombay, Baroda and Central India Railway Company, of this railway, a length of 20·75 miles and an extension of the Anand-Petlád railway, at the cost of the Baroda and Cambay Durbars. Till the end of the year only the earthwork on the line had been undertaken as a famine relief work. The regular construction of the line is being now put in hand.

Rajputana-Malwa railway (metre gauge).

23. Arrangements for procuring a supply of water for the railway from the Budha-Pushkar lake, some 7 miles west of Ajmer, were completed in January 1900. The following works were also completed during the year: works at Ujjain to admit of entry of the Bhopal-Ujjain and Nágdá-Ujjain railways; additional siding accommodation in the Collectorganj goods yard, Cawnpore; wire fencing for 47 miles of line; and re-laying 68 miles with 50lb. steel rails.

Open line.

The principal works in progress are: extra accommodation at Anwarganj; widening the cutting between the brewery and Budha Shah's tomb at Delhi; constructing water reservoirs for gangmen on the Rewári-Ferozepore railway; and fencing 15 miles of line.

Bhatinda-Ferozepore standard gauge connection.

The conversion of the metre gauge line from Ferozepore to Kot Kapura to the standard gauge and the construction of a standard gauge line from Kot Kapura to Bhátinda, mentioned in the last year's report, was completed and the line opened for through traffic on the 15th June 1899. A few works of minor importance remain to be finished on the latter length.

Vijapur-Kálol railway (metre gauge).

24. The construction of this railway from Kálol station on the Rajputana-Malwa railway to the town of Vijapur, a length of 29·60 miles, by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda Durbar, was

sanctioned during the year. Work was, till the end of the year, limited to the throwing up of earthwork for purposes of famine relief.

Rajpipla railway (2′ 6″ gauge).

25. The remaining portion of the second section of this railway from Umalla to Nándod, 13·39 miles, was opened for passenger traffic on the 13th November 1899.

Madras railway, including the Kolar Gold-fields railway (standard gauge).

Open line.

26. The grouping of points at Nandalúr has been completed. The alterations and additions at Bangalore City station are nearly complete. The work of interlocking the points and signals at Nagari has been completed. The re-modelling of station yards at Reddipalle and Rázampéta has been finished; at Múlánúr, Gooty, Timmanacherla, Adoni and Kósgi, similar work is in progress. The strengthening of the Tungabhadra bridge (58 spans of 64 feet) is in progress. The extension from Ráyapuram to the beach, 0·84 mile, was completed and the line opened for traffic on the 15th January 1900.

The re-alignment of the Kolar Gold-fields railway is in progress, and about half of the work has been finished.

Walajah Road-Ranipet branch.

The Walajah Road-Ranipet branch, 4·17 miles, was, as reported last year, opened for traffic on the 17th April 1899.

Calicut-Baliapatam branch, 59·75 miles.

The earthwork on the first 48 miles from Calicut to Tellicherry is practically fit for ballast and platelaying. With one exception the minor bridges from mile 0 to mile 25 are complete; between mile 26 and Mahé they have just been begun. The Korapaya bridge, 13 spans of 60 feet, has all its wells down except two. The wells of the Murat bridge, 6 spans of 60 feet, are all finished. The Mahé bridge, 5 spans of 60 feet, is in hand. The line will probably be completed by December 1901.

Nílgiri railway (metre gauge).

27. This line, 16·20 miles long, was re-opened for public traffic on the 15th June 1899. The works necessary to repair the line and as far as possible prevent the recurrence of slips have been completed.

Shoranur-Cochin railway (metre gauge).

28. The construction of this line, 65 miles in length, was sanctioned in February 1899. Good progress has been made with the earthwork between Shoranur and Trichur; between Trichur and Shelakudi work has been commenced. The line will probably be opened at the end of 1901.

The Nizam's Guaranteed State railway (standard gauge).

29. The construction of the new station at Begampet has been completed. In connection with the replacement of Warren girders by plate girders, the last of the nine bridges, *viz.*, Kundanully, is in hand and will be completed in a few weeks.

Hyderabad-Gódávari Valley railway (metre gauge).

30. On the northern section, a length of 154·23 miles from Manmád to Sailu was opened to public traffic on the 7th December 1899. Platelaying beyond Sailu is being pushed on and on the 31st March 1900, the rail-head was at mile 178½. Platelaying on the southern section was completed up to mile 142½ on the 31st March 1900; the bridge over the Gódávari river, 21 spans of 60-foot girders, was completed in February 1900. The section from Secunderabad to Basar, 117·84 miles, will shortly be opened for passenger traffic. It is expected that the portion between Basar on the southern section and Sailu on the northern section will be completed by the end of July 1900.

Bengal and North-Western railway system (metre gauge).

Company's section.

31. The Revelganj-Manjhi Ghát extension, $3\frac{3}{4}$ miles, which was opened for traffic on the 15th March 1899, was closed from the 19th July to the 28th September 1899 in consequence of the bank being soft.

Ganges-Gogra Doab lines.

The temporary bridge over the Gogra river at Turtipur, which was removed during the rains, was again completed and opened for traffic on the 9th February 1900. The sinking of two caissons and three open well curbs for the permanent bridge, 18 spans of 200 feet, has been started.

The last section of the Ganges-Gogra Doab lines between Ballia and Chand-deara Ghát, 28 miles in length, was opened for passenger traffic on the 12th May 1899, but it was closed on the 15th June 1899 owing to banks not having completely settled. It was again opened on the 12th November 1899 as far as mile $42\frac{3}{4}$, where a temporary ghát station was built. From mile $42\frac{3}{4}$ the line was continued across the river bed for about 4 miles to a point opposite Revelganj Ghát and was opened for all traffic on the 26th December 1899.

Of the important bridges on the Benares division, which were last reported as being under construction, those over the Gangi (Ghazipur branch), Gangi (main line), Mangai and Bhainsahi were completed and opened for traffic on the 12th June 1899, and the Besu, Udanti and Burna were completed and opened on the 31st July 1899. Work on the Gumti bridge, 13 spans of 100 feet, is still in progress; it is expected to be finished at an early date. All station buildings on this division were finished with the exception of Benares City station, which is expected to be completed shortly.

The bridging on the Ballia division has practically been completed. The station offices and quarters are all under construction and about half of them have been completed. The remainder will be completed before the monsoon. Ballasting is complete from mile 68 to 75 and collection is in hand wherever kunkur is obtainable.

Tirhoot section.

The raising of the main line bank between mile $7\frac{1}{2}$ and 8 has been completed and trains are running over the raised bank in which two new bridges have been provided. To protect the open line against damage by such heavy floods as occurred in September 1898, several new bridges are under construction on the Hajeepore-Bettiah section, in addition to the raising of the formation where the floods over-topped the formation level and did heavy damages to the line. The raising of the formation level has entailed the raising of all existing bridges in addition to providing new ones. Junction arrangements have been made at Hajeepore and Bachhwara in connection with the Hajeepore-Begumsarai line and at Barauni for the Barauni-Katihár extension. The dry weather ghát of 1898-99 at Semaria was found unworkable owing to the formation of sand banks in front of the station; the line had, therefore, to be extended to Nepania Ghát, where sufficient water is available for crossing passenger and goods steamers. The relaying of 20 miles with new 50 lb rails has made good progress and 17 miles were completed during the year; the remaining 3 miles will be carried out during 1900-01.

Hajeepore-Katihar extension.

On the Hajeepore division, 44·25 miles, with the exception of the high banks in the Swazangpur and Alanpur *jheel*, where the country was till recently submerged, the banks are practically complete and have been well and neatly finished off. In the Swazangpur *jheel*, the land has been drying up fast, and work has been commenced in the dry portion and will extend as the water is got rid of. At the Alanpur *jheel*, a cut has been made about a mile long to drain the *jheel* into the Byah river; this has been working efficiently and the depth of water in the *jheel* has been reduced by 2 feet. The wells for the Byah river bridge, 3 spans of 60 feet, were being placed in position at the end of the year and the work will now be vigorously pushed on. Permanent-way has been laid throughout and the entire division from Hajeepore to Bachhwara opened for goods traffic from the 1st April 1900.

On the Mansi division, 91 miles in length, a portion between Barauni Junction and Thanah Bihpur, a distance of 66·17 miles, and the Monghyr Ghát branch, 4 miles long, were opened for traffic of all kinds on the 1st March 1900, and 3 miles of temporary line on the Monghyr Ghát branch leading to the ghát were also

opened on the same date. Between Thanah Bihpur and Naugachia, 10 miles long, the banks are well in hand and the work is being pushed forward to allow the plate-laying to be done. It is hoped that work on the Bhágalpur branch will soon be started. Well sinking at all the wells of the piers, except one, of the Bur Gundak bridge, 7 spans of 100 feet, is in progress. Endeavours are being made to get the bridge completed before the rains. Erection of station buildings has made good progress.

On the Kosi bridge division, 35 miles in length, the earthwork between Naugachia and Kosi, 10 miles, has been nearly finished. Between Kosi and Katihár, 20 miles, a great part of the bank has been finished, and it is hoped the whole of it will be finished before the rains set in. Four piers for the Kosi bridge, 15 spans of 200 feet, have been finished. The wells of other four piers have been sunk to the full depth of 95 feet below low water level and are being filled up with concrete. The sinking of the wells of other four piers is in progress. A good temporary bridge has been erected over the river to allow of the materials for the piers being delivered at site by material trains. The Pírpainti tramway, 12 miles long, is now working. Work on the other bridges on this division is in progress. The station offices and quarters for the staff are under erection.

Segowlie-Raxaul railway (metre gauge).

32. This line was closed during the rains owing to the breaches and damage to bridges done by the floods of September 1898. The line was re-opened for traffic on diversions on the 23rd October 1899.

Southern Mahratta railway system (metre gauge.)

33. The works connected with the completion of the locomotive workshops at Hubli are now in a forward state. Additional waiting and retiring accommodation for European passengers at Guntakal Junction is practically completed. A refreshment room for natives has also been provided at this station. Improvements to waterways between miles 278/12-13 and 286/11-12, Bellary-Kistna railway, are practically complete. The metre gauge sidings in connection with the goods transhipping arrangements at Tadêpalli have all been laid. At Ghorpuri, the additional staff quarters for the locomotive running staff are well in hand. The institute has been completed.

Open line.

A special staff is still employed in connection with the improvement of bridges on the old Mysore line (Gubbi to Mysore). The new station building at Mysore has almost been completed, and the remodelling of the yard and the additional staff quarters at this station are complete.

Mysore section.

Birur-Shimoga railway (metre gauge).

34. Works were completed during the year and the line, 37·97 miles in length, was opened for public traffic on the 1st December 1899.

South Indian railway (metre gauge).

35. The alterations necessary to make Gudur a joint station with the East Coast State railway have been completed. The important works in progress are the re-modelling of the Tanjore Junction station and the construction of a goods station on the Madras beach for through communication with the East Coast State railway.

Open line.

The Negapatam-Nagore extension, 4·49 miles in length, was opened for traffic on the 1st December 1899.

Nagapatam-Nagore extension.

The under-noted branches and sidings were also opened for public traffic on the dates specified against each :

Short extensions.

Beach extension of the South Indian railway, to Joint Beach station, 0·19 mile	15th January 1900.
Tuticorin foreshore siding, 0·27 mile	7th August 1899.
Tuticorin salt siding, 2·15 miles	12th November 1899.
Cuddalore wharf siding, 1·51 miles	7th August 1899.

Tinnevelly-Quilon (Travancore) branch, 103·33 miles.

This line is intended to connect Tinnevelly in British territory with Quilon in Cochin territory. The line is divided into three divisions; the first is 48 miles in length, the second or ghát division, 24 miles and the third, 31 miles. Construction work on the first division has been restricted to the first 12 miles. Good progress has been made on earthwork and a large quantity of material has been collected at the site of the five major bridges. Arrangements are being made to start construction work on the second division and tunnelling plant has been ordered. No work was done during the year on the third division. The line may possibly be completed by the end of 1903.

Pamban branch, 94·00 miles.

This ninety-three mile length does not include the Sivåganga branch. Land for the construction of the Pamban branch has been marked out and is being taken up. Earthwork is in hand and stone is being quarried for the bridges. It is expected that the line may be completed by the end of 1901.

Assam-Bengal railway (metre gauge).

36. The length of the Assam-Bengal railway is 735·76 miles, of which 414·45 miles had been opened to traffic by the end of March 1899. The only additional lengths opened during the year were 17·21 miles from Badarpur to Damchara on the 23rd April 1899 and 3·10 miles from old Lumding station to new Lumding station on the 20th February 1900, the former for goods traffic only. So the total length of the Assam-Bengal railway open at the end of March 1900 was 435·45 miles, leaving 300·31 miles to be completed.

Section I.—304·52 miles.

Section I, which extends from Chittagong to Badarpur with branches from Láksám to Chandpur and Badarpur to Silchar, is now entirely open to goods and passenger traffic.

The 360-foot jetty at Chittagong was completed and opened for traffic. The head office buildings, the Chittagong station buildings and the Agent's bungalow were completed, and the head-quarters of the railway established in Chittagong on the 1st November 1899. The ballasting of the line, which is the only important work remaining to be completed on this section, has also been taken in hand, and fencing and completion of station staff quarters are in progress.

Section II.—113·14 miles.

This section extends from Badarpur to Lumding. Good progress was made with the work in this section, but a very heavy rainfall greatly retarded work under all heads. The whole of the earthwork on the 8th division. 80 per cent. on the 9th, 70 per cent. on the 10th and 93 per cent. on the 11th division have been completed. The tunnels on the 8th division are complete, and as good progress as could be expected in such an unusually wet season has been made on the 9th, 10th and 11th divisions. Good progress has been made on the major and minor bridges on all the divisions and those on the 8th and 11th divisions were completed during the year. On the 8th division, the work on station buildings and staff quarters is in hand, but nothing has yet been done on the other divisions under these heads. The rails are laid for 30½ miles from Badarpur northwards and for 27 miles southwards from Lumding. This section, it is expected, will be opened for traffic by the 31st December 1902.

Section III.—318·10 miles.

This section extends from Lumding to Tinsukia, the junction with the Dibru-Sadiya railway, with a branch from Lumding to Gauháti. The work from Gauháti to Lumding is complete, and the line is open for traffic. On the 15th division, good progress has been made with the earthwork, and some of the major bridges have been commenced. The 16th and 17th divisions are approaching completion, earthwork and bridging having been practically completed; stations and buildings and staff quarters are in hand and nearly completed. The rails are laid from Titábar for 41 miles northwards

and for 50 miles southwards. The commencement of work on the 18th division has been sanctioned, but owing to want of funds could not be taken in hand. The probable date of opening of the 15th, 16th and 17th divisions is the 1st January 1901, and of the completion of section III, the 31st December 1901.

Burma railways (metre gauge).

37. Two miles of line on the Meiktila branch and one mile on the Prome section were relaid with 50 lb. steel rails. The bridge over the Minhla Choung, 2 spans of 20 feet and one of 40 feet, at mile 92-9 of the Prome section, was damaged by a jam of logs and is being rebuilt with one span of 100-foot girder. Damages to some other bridges are also being repaired.

Open line.

Mogaung-Myitkyina section of the Mu Valley extension.

All works on the Mogaung-Myitkyina section have been completed with the exception of a small quantity of ballasting.

Sagaing-Alon branch.

Work on this branch, 71 miles in length, was greatly delayed by floods in the Mu river, but was resumed with vigour. The Mu bridge and the linking to Alôn has been completed, and the branch was opened for public traffic on the 15th April 1900.

Meiktila-Myingyan branch.

This branch, 57·21 miles, was opened for traffic on the 15th November 1899. All works thereon have been completed except ballasting and watering arrangements beyond Meiktila; the former is in progress.

Mandalay-Kunlong extension.

On this extension, formation and bridging were completed as far as Thibaw, with the exception of the Gokteik bridge and approaches, and those between Thibaw and Lashio were about $\frac{3}{4}$ths finished. The final alignment of the Gokteik bridge approaches was decided on in July 1899, and work was started thereon at once. During the months from July 1899 to March 1900, 792 feet of tunnel heading and 118,619 cubic feet of opening out was completed, and good progress was made with the earthwork on the approaches. The erection of the Gokteik viaduct was begun in December and by the end of the year eight trestles (four towers) were erected. Rail-laying reached the Gokteik gorge in October. Labour has been fairly plentiful and only 300 Mekrani coolies for tunnel work were imported from India. The length from Sedaw to Maymyo, mile 39, was opened for traffic on the 1st April 1900 and it is proposed to open the line up to Nawnghkio, mile 73, shortly. The opening to Maymyo has been unduly delayed by an abnormally wet season, culminating in a heavy flood in November, which did a great deal of damage to formation and bridging.

Bengal Dooars railway (metre gauge).

Western extension.—Dam Dim to Bagrakote, 6·76 miles.

Eastern extension.—Mal Junction to Madarihat, 44 miles.

38. The western extension and a section of the eastern extension, *viz.*, from Mal Junction to Chalsa, are likely to be opened for traffic during 1900.

Southern extension.—Barnes Ghat Junction to Lalmanirhat, 65·80 miles.

On the southern extension, the length from Barnes Ghât Junction to Baura, 28 miles, will, it is expected, be opened for goods traffic shortly. The rails should be laid throughout during 1900.

Dibru-Sadiya railway (metre gauge).

39. The construction of the Dehing bridge is in hand.

Jodhpur-Bikaner railway system (metre gauge)

Dulmera (Kheri)-Bhatinda section of the Bikaner-Bhatinda extension, 160 miles.

40. The construction of the Suratgarh-Bhâtinda section, 88 miles in length, of this extension was sanctioned during the year. Earthwork on the entire length under construction has been nearly completed and rails have been laid on the first 26 miles from Dulmera.

Shadipalli-Balotra railway, (native state section), 135 miles.

The Bálotra-Bármer section of this railway, 60 miles in length, was opened for traffic on the 15th May 1899. Plate-laying on the remaining portion has been completed and ballasting is in progress. This portion will probably be ready for opening by the 1st July 1900.

Palana coal-siding.

This siding, 9½ miles in length, which extends from Gigasar to the Palana coal-fields and the construction of which was sanctioned in January 1899, was opened for goods traffic on the 26th June 1899.

Hyderabad-Shadipalli-Bálotra railway, British section (metre gauge).

41. The work of converting the existing standard gauge section from Hyderabad to Shadipalli to the metre gauge is in abeyance at present.

On the Shadipalli-Jodhpur frontier section, a distance of 69·05 miles, earthwork and bridging have been completed, station works and buildings are well advanced, rails have been laid for 53 miles and further plate-laying is in progress. This section is also expected to be opened for traffic in July 1900, when through communication between the native state and British sections of the line from Shadipalli to Bálotra will be effected.

Udaipur-Chitor railway (metre gauge).

42. The extension, 6·14 miles in length, from Debari to the new terminal station, which has been called Udaipur, was opened for traffic on the 25th August 1899.

Jaipur railway (metre gauge).

43. This railway, 72·85 miles in length, from Sánganer to Siwai Mádhopur, is approaching completion as regards earthwork, bridgework, ballast collection and stations and buildings; the first 40 miles are already complete in these respects. The most important work on the line, the Banás bridge at mile 51 consisting of 30 spans of 60-foot girders, with a maximum height of 65 feet above the bed of the river, is about half-finished. The completion of the line only awaits the receipt of permanent-way materials and girders.

Cherra-Companyganj State railway (2′ 6″ gauge).

44. The railway as it existed during the cold weather of 1898-99 was seriously damaged by a heavy flood of the Therria (Dholoi and Dhubri) river on the 27th March 1899 which carried away about ¼ mile of the temporary siding from Therria to the Komorrah quarries, the trestle bridge over the Therria river and about 3½ miles of the temporary bank between Therria and the site of the old station at Bholáganj. The rest of the line, which is above high flood level, was but little damaged. No attempt was made to re-open the line until the rains had ceased. Repairs were taken in hand in October 1899, and goods traffic was resumed on the 3rd January 1900. Owing to the damage done to the permanent-way during the floods above referred to and to the nature of the banks between Therria and Bholáganj, the line was in a very bad state and was again damaged by floods and closed for traffic from the 25th March 1900.

The site of the old station at Bholáganj is now buried under sand to a depth of from 3′ to 4′; it was under water during the greater part of the monsoon of 1899 and has now been entirely abandoned.

Darjeeling-Himalayan railway (2′ 0″ gauge).

45. The severe damages occasioned by the cyclone of the 25th and 26th September 1899, which extended from the 25th mile to Darjeeling, have been repaired.

Bársi Light railway (2′ 6″ gauge).

46. Construction is in progress on the Tadwalla extension, which was authorised by Government, on the 20th December 1899. The work has been begun for

famine relief purposes and considerable progress has been made. The total length of the extension from Bársi town to Tadwalla, a village on the Hyderabad frontier, is 26·70 miles. There are about 2 miles of ghát line where the gradient will be 1 in 50. Tadwalla is about 500 feet above Bársi.

Tezpore-Bálipárá railway (2′6″ gauge).

47. A new permanent station building at Tezpore is being erected and, it is expected, will be finished by the 31st July 1900.

Morvi railway (2′ 6″ gauge).

48. Orders for the conversion of the Wadhwán-Rájkot section of this railway from the 2′ 6″ to the metre gauge were issued in December 1899, and work was commenced in the same month, as it was to be utilized for famine relief purposes so far as practicable. The portion from Wadhwán to Dolia is to run over a new alignment *viá* Sayla, about 25 miles in length, and the present 2′ 6″ gauge line along the public road is to be removed. The widening of banks of the portion to be converted is nearly complete and that of cuttings is well in hand. The banks and cuttings of the new alignment *viá* Sayla are also nearly finished.

Parlakimedi Light railway (2′ 6″ gauge).

49. The line, 25 miles in length, which has been built under the Tramways Act at the expense of the Rajah of Parlakimedi, connects Parlakimedi with Naupada on the East Coast State railway. The line is practically ready for opening for traffic.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of the surveys carried out during the official year ending with the 31st March 1900, and various other projects put forward:

East Indian railway (standard gauge).

Burdwan-Howrah chord.

2. The chord, an alternative scheme to quadrupling the main line, as finally located, starts from Lillooah station and is 53·70 miles in length. The estimates, with the exception of permanent-way and ballast, have been made out for a double line. The estimated cost of the line is expected to be about Rs. 56,33,565 or Rs. 1,04,908 per mile, excluding rolling-stock. The Tarkessur railway is crossed at mile $16\frac{3}{8}$ and the Bengal Provincial railway at mile $26\frac{7}{8}$.

Barun Daltonganj railway extension survey.

The survey of the Bárun-Daltonganj line beyond mile 69, with a view to determine the best alignment to serve the coal-fields, is now being proceeded with. The project, it is expected, will be submitted by the end of July 1900.

Gya-Katrasgarh survey.

For the purpose of estimates and reports, the project for this line has been divided into three sections, *viz.*, *plains section*—from Gya (mile 0) to the foot of the hills (mile $25\frac{1}{4}$); *hill section*—from the foot of the hills (mile $25\frac{1}{4}$) to the edge of the plateau (mile $38\frac{1}{2}$); and *plateau section*—from mile $38\frac{1}{2}$ to Kátrásgarh (mile $108\frac{1}{2}$).

The steepest grade is 1 in 150 and the sharpest curve 2,000 feet radius.

A general reconnaissance of the hill and plateau sections was made in 1898-99 and a regular survey is now in hand. It is expected that plans and estimates for all the sections will be completed and submitted in August 1900.

Sonthal railway (standard gauge).

Bhagalpur-Baidyanath and Bhagalpur-Adjai surveys *vid* Hasdia.

3. The survey of the section of this project from Chakram to Hasdia, 18 miles in length, which was referred to in the last report, has been completed, and reports and estimates have been submitted.

Bengal Central railway (standard gauge).

Bongong-Kotchandpur railway survey.

4. The project for the Bongong-Kotchandpur railway is referred to in the previous report, and there is not much more to add than that some further information and a detailed estimate of the cost of this proposed two-foot gauge feeder railway have been received. This estimate shows the length of the line to be 32·41 miles, and the probable cost Rs. 11,01,600, including rolling-stock.

Muxoodpore-Majeegati railway survey.

This survey, referred to in the last report, was completed during the year. The total length of the line from the proposed Muxoodpore station is 15·35 miles, and the cost of the line works out to Rs. 8,60,160 or Rs. 56,036 per mile. There are no engineering difficulties and the country is flat throughout.

Madhyamgram (Chandipore)-Taki railway survey.

This survey was sanctioned in February 1899 and field operations were started by the end of May 1899. The line, which will be on the standard gauge, starts from the Madhyamgram station on the Bengal Central railway, $11\frac{1}{4}$ miles from Sealdah. The project estimates received provide for the following, *viz.*:

Main line from Madhyamgram to Taki	33·69	miles.
Branch from Sibchandrapore to Baduria	4·18	„
Total .	37·87	„

The country through which the line passes is rich and fertile and presents no engineering difficulties.

Bengal-Nágpur railway (standard gauge).

Midnapore-Jherriah survey.

5. The project for the line from Midnapore to Bujudih, 114·39 miles in length, has been sanctioned, but commencement of work has not yet been authorised.

Satpura railway survey.

The detailed reports and estimates of the cost of this project, referred to in the last report, have been received. The project comprises four sections, *viz.*:

	Miles.
(1) Main line from Gondia to Jubbulpore	143·43
(2) Branch from Neinpur to Mandla	21·75
(3) Branch from Neinpur to Seoni	47·13
(4) Branch from Seoni to Chindwara	40·36
Total	252·67

The total cost of the line on the 2′ 6″ gauge with the branches is estimated at Rs. 81,33,000, being at the average rate of Rs. 32,182 per mile, including rolling-stock. The railway would run through a very heavy country which is in parts mountainous and much cut up. Several rivers of considerable size would also have to be crossed by the railway. The steepest gradient on the line is 1 in 80 and the sharpest curve has a radius of 238 feet. The earthwork on the railway has been started for famine relief purposes.

Ranchi plateau survey.

During 1898-99 it was thought advisable to obtain further information about this survey, and three parties were sent out to locate the alignment from Chitterpur (on the proposed Palamow-Ramgarh extension) to Ranchi, Lohardugga and Palkot. The whole length was divided as follows:

	Miles.
I.—Chitterpur to Ranchi	38⅓
II.—Ranchi to Lohardugga	44⅗
III.—Lohardugga to Palkot	44⅓

The parties completed their field-work and returned to Nágpur at the beginning of April 1899. The project reports and estimates have not yet been received.

Indian Midland railway (standard gauge).

Ait-Kunch-Jalaon-Jamna river railway survey, with a branch to Madhogarh (2′ 6″ gauge).

6. The survey for a light railway from Ait *vid* Kunch and Jalaon, to a point on the Jamna river opposite Ooriya, a distance of about 38 miles, was sanctioned in September 1899. Estimates, together with the necessary plans and sections, are under preparation.

Dholpur-Bari railway survey (standard gauge).

This survey, 19 miles in length, was also sanctioned in September 1899. The project is for a light railway on the standard gauge to connect Bari, with Dholpur, a station on the Scindia section of the Indian Midland railway. The survey of the line has been completed and the estimates are now in course of preparation.

North Western State railway (standard gauge).

Kohat-Bannu railway survey.

7. The detailed projects for the Kohat-Bannu railway on both the standard and the 2′ 6″ gauges have been submitted. The total length of the line would be about 115·38 miles. This has been divided into two sections:

	Miles.
Khushálgarh-Kohat section	32·72
Kohat-Bannu section	82·66
Total	115·38

It is proposed that the bridge over the river Indus at Khushálgarh should consist of two girder spans of 301½ and 469 feet, respectively, between bearing centres. The grades on this route are 1 in 83 compensated for curvature.

In addition to the above 115·38 miles of line, the following alternative routes, aggregating 157·36 miles, were also surveyed:

	Miles.
Jand *vid* Koond and Gurzai to Kohat	43·61
Khushálgarh *vid* Kamalkhel and Lachi to Bannu	99·22
Kamalkhel-Kohat branch	14·53

These, however, did not give as satisfactory results as were anticipated.

A reconnaissance, 58·12 miles in length, from Kohat to Thal up the Meeranzai valley was also undertaken and the information obtained indicates that a light railway is practicable along this route.

Jech Doab railway survey.

The survey of a line on the standard gauge, in the Jech Doab, which is to take off from Malakwál station on the Sind-Sagar railway and join the Wazirabad-Khánewal railway, is in hand.

Amritsar-Tarn Taran-Sarhali railway survey.

A re-survey for a railway line from Amritsar to Tarn Taran and Sarhali, a distance of 26¾ miles, on the standard gauge, was started in October 1899, and has been completed. The project estimate is in hand and will shortly be submitted.

Larkhana-Shahdadpur survey.

A rough survey for a railway on the 2′ 6″ gauge from Lárkhána to Shahdádpur *viá* Kambar, a distance of 32 miles, was started in November 1899, and has been completed.

Oudh and Rohilkhand State railway (*standard gauge*).

Bareilly city extension survey.

8. A survey for an extension of the Oudh and Rohilkhand State railway from Bareilly Junction station into Bareilly city is in progress.

Allahabad-Fyzabad and Allahabad-Jaunpur railway surveys (*standard gauge*).

Allahabad-Fyzabad railway survey.

9. The orders for the survey of this line, including the investigation of a site for a bridge over the Ganges at Allahabad, were issued in September 1899.

The line runs from Allahabad northwards into Partabgarh station on the Lucknow-Rae-Bareli-Benares chord of the Oudh and Rohilkhand State railway at mile 36·39, whence it follows the Oudh and Rohilkhand State railway rails to Sultanpur Road station, a distance of 2·44 miles, using the existing bridge of 4 spans of 100-foot girders over the Sai river. From Sultanpur Road station the line runs direct to Fyzabad passing Sultanpur at mile 58·29.

The total length of the line from Allahabad to Fyzabad is 97·11 miles. There is a first class metalled road between Allahabad and Fyzabad, the only unbridged river being the Ganges, where there are a fairly well-made road over the sand, a bridge of boats from October to June, and a ferry during the rains; the distance across the river on this route is about 1¾ miles; the bridge of boats is 850 feet in length.

The final location and pegging out were completed in January 1900 and the estimates are now in hand.

The only works of importance are the bridge over the Ganges near Allahabad, and the Gumti bridge at Sultanpur. The former is estimated at 11 spans of 250-foot girders, with foundations on wells about 100 feet below low water, and piers about 60 feet high; the latter is estimated at 8 spans of 100-foot girders, foundations on wells about 40 feet below low water, and piers about 48 feet high; the Ganges bridge is being estimated for double line, but only one line of girders would be provided at first.

Allahabad-Jaunpur railway survey.

The orders for a preliminary survey for a line of railway from Allahabad *viá* Janghai station on the Lucknow-Rae Bareli-Benares chord to Jaunpur station on the Oudh and Rohilkhand State railway were given in January 1900. The country traversed by the line is flat and for the most part cultivated.

Eastern Bengal State railway system (*standard, metre and special gauges*).

Quadrupling Naihati to Sealdah.

10. The project for this scheme has been submitted to Government. In connection therewith three alternative lines have been investigated, *viz.*:

(1) Duplicating the existing double line from Naihati to Sealdah.

(2) A new direct line commencing about a mile north of Ballygunge station and joining the East Indian railway between Naihati and the Hooghly bridge.

(3) Another new line starting at the same point and joining the East Indian railway at the same place as (2), but diverging west from it to avoid an artillery range.

This project has been completed and is ready for submission. The site for the terminus at Cossipore has been fixed and two alternative lines have been surveyed, *viz.*:

Dum-Dum-Cossipore railway survey.

(1) From Santrapara, about 5½ miles from Sealdah on the main line, to Cossipore, with a branch to Dum-Dum Cantonment station on the Bengal Central railway.

(2) From Dum-Dum Junction to Cossipore.

The former with its branch would be 4·04 miles in length and is estimated to cost Rs. 14,39,555. The latter is only 1·82 miles long and would cost about Rs. 13,20,646. The high cost is due to anticipated excessive value of land and compensation claims. The country passed through is flat consisting of enclosed gardens and private compounds. The sharpest curve proposed is 6° or 955 feet radius and the heaviest grade is 1 in 500.

In connection with the proposed Ránaghat-Ganges-Katihár railway, noticed in the last year's report, the following surveys were completed during the year:

Ranaghat-Ganges-Katihar railway survey (standard and metre gauges).

(*a*) Ránaghat to Godagari on the north bank of the Ganges, including a bridge over the river Ganges.

(*b*) Sakrigali Junction on the East Indian railway to Manihári station on the Behar section of the Eastern Bengal State railway (standard gauge).

(*c*) Godagari to Ráyganj station on the Behar section of the Eastern Bengal State railway, with an alternative from Godagari to Dinagepore (metre gauge).

(*d*) Godagari to Santahar (Sultanpur) station on the northern section of the Eastern Bengal State railway (metre gauge).

For a bridge over the Ganges, three crossings of the river have been investigated, the first being three miles below the junction of the rivers Ganges and Mahananda, and the second and third about 5½ and 7½ miles, respectively, below that junction. The lengths of the routes over the river Ganges are calculated along the upper bridge crossing. The distance from Ránaghat to the transhipping station at Godagari, north of the Ganges, would be about 100 miles. In the case of a wagon ferry being adopted, it might be found convenient to form a transhipping station at Lalgola on the south side of the Ganges. The distance from Ránaghat to Lalgola would be about 95 miles and the distance on to the edge of the river would probably vary from 3 to 4 miles.

No fresh survey was made for the metre gauge branch line from Malda to Katihár referred to in the last year's report; the old alignment of the survey of 1893-97 has been practically adhered to. The important rivers met with on the branch are the Kunkur and the Mahananda which it is proposed to cross by bridges of 5 spans of 150 feet, and 5 spans of 150 and 22 of 60 feet, respectively.

In November 1899, orders were issued for the following preliminary surveys in connection with the extensions of the Dacca-Mymensingh railway: (i) Sherpur *viá* Netrakona to Kishoriganj; (ii) Netrakona to Mymensingh; and (iii) Dacca to a point on the Pudda river opposite Goalundo. Field-work was started in December 1899.

Dacca Mymensingh railway extension surveys (metre gauge).

A reconnaissance survey for this line was started at the beginning of March 1900. The proposed line will commence at Bonarpara station on the Brahmaputra-Sultanpur railway at mile 52½ from Santahar and extend in a northerly direction to Kaunia. The length will be about 43½ miles.

Kaunta-Bonarpara reconnaissance survey (metre gauge).

East Coast State railway (standard gauge).

11. Results of the survey of this line, referred to in the last year's report, have been received. The project has been prepared for both the 5′ 6″ and 2′ 6″ gauges.

Berhampore-Russelkonda survey.

The proposed standard gauge line would be 48·60 miles in length, and is estimated to cost Rs. 23,53,300, being at the rate of Rs. 48,421 per mile exclusive of rolling stock. The ruling gradient on this gauge is 1 in 150, and the sharpest curve used is one of 5 degrees.

The line on the 2′ 6″ gauge, the alignment of which is the same as for the standard gauge except in two or three places where it turns to the right or left in order mainly to utilize existing road bridges, will be 49·08 miles in length and is estimated to cost Rs. 14,90,700, being at the rate of Rs. 30,373 per mile, including a provision of Rs. 4,326 for rolling-stock. The country to be traversed by the line is undulating and hilly, and is richly cultivated.

Amráoti-Ellichpur Light railway survey (2′ 6″ gauge).

12. A reconnaissance survey and preliminary estimate for a 2′ 6″ gauge railway from Amráoti to Ellichpur (30·64 miles) was undertaken by the Great Indian Peninsula Railway Company for the Berar administration. The cost of the line is estimated at Rs. 7,92,953, or Rs. 25,879 per mile, including rolling-stock.

Khandwa-Akola-Basim railway survey (metre gauge).

13. Orders to commence this as a preliminary survey were issued in October 1899. Three survey parties started work the following November. An effective grade of 1 in 100 has been realized over the whole length, including the Satpura hills and up the Ajunta plateau. The estimated length of the line is about 160 miles. The work on the alignment crossing the Satpura range will be expensive, but the rest of the alignment is fairly easy. On the urgent requisition of the Chief Commissioner, Central Provinces, and Resident of Hyderabad, certain portions of the line were set out as a detailed survey to enable the civil officers to start earthwork for famine relief purposes.

Bombay, Baroda and Central India railway (standard gauge).

14. During the year under review, orders were issued for the re-survey and setting out of the following lines in order to enable the earthwork to be done for famine relief purposes:

Sábarmati-Dholka railway, 34 miles (metre gauge).
Nadiád-Kapadvanj railway, 28 „ (5′ 6″ or 2′ 6″ gauge).
Nadiád-Petlád railway, 30 „ (5′ 6″ gauge).
Miyágám-Sinor railway, 20 „ (2′ 6″ gauge).
Bahadurpur-Songir railway, 10 „ (2′ 6″ gauge).
Nándod temporary station to Nándod town, 2½ miles, (2′ 6″ gauge).
Kósambá-Velacha-Zankavao railway, 25 miles (2′ 6″ gauge).

The re-survey and setting out of the Sábarmati-Dholka railway has been completed and the earthwork is being done by the Famine department under the supervision of the Bombay, Baroda and Central India railway. The re-survey and setting out of the Nadiád-Kapadvanj railway have been completed and those of the Miyágám-Sinor railway are in progress. The re-survey of the Bahadurpur-Songir railway has been completed. The line from Nándod temporary station to Nándod town has been set out and earthwork is being done thereon by the Rajpipla state.

Orders have recently been issued for the survey of the Nadiád-Petlád railway and of the line from Kósambá to Zankavao *viá* Velacha in the Gaekwar's territory.

Madras railway (standard gauge).

Baliapatam-Mangalore railway survey (standard gauge).

15. A reconnaissance survey of a line from Baliapatam to Mangalore, 90 miles in length, was sanctioned in November 1899, and is in progress.

Salem-Atur railway survey (2′ 6″ gauge).

The project for a railway from Salem station to the foot of the ghát ascent to the Shevaroy hills, noticed in the last report, has been abandoned and a survey for a light railway from Salem eastward to the town of Atur, a distance of 36 miles, has been sanctioned and is in hand.

Morappur-Dharmapuri railway survey (2′ 6″ gauge).

The survey for this line, 16 miles in length, was sanctioned in June 1899, and the field work has been completed by the Madras Railway Company.

Tiruppattur-Krishnagiri railway survey (2′ 0″ gauge).

The survey for a 2-foot gauge railway from Tirupattur to Krishnagiri, a distance of 25 miles, with an alternative line to Patchur, was sanctioned in April 1899. The field-work was commenced in October 1899 by the Madras Railway Company and completed in December 1899.

Yerragudipad-Jammalamadugu (2′ 6″ gauge).

The survey from Yerragudipad, a station on the north-western branch of the Madras railway, through Proddatur to Jammalamadugu, a distance of 24 miles, was sanctioned in December 1899, and has been put in hand by the Madras Railway Company.

Dehra-Mussooree Light railway survey (2′ 0″ gauge).

16. On behalf of the Government of the North-Western Provinces a survey is about to be made for a light railway on the two-foot gauge from Dehra Dun to Mussooree.

Bengal and North-Western railway (metre gauge).

17. The project for this line, from Aunrihar to Jaunpur, which was noticed in the last year's report, has been completed and is shortly to be submitted.

Aunrihar-Jaunpur survey.

This survey was completed at the end of April 1899 and the project is shortly to be submitted. The total length of the line will be 31·16 miles, commencing at Ghazipur Ghát station on the Ganges, and terminating on a junction with the Kopaganj-Ballia section at Phephna, about 7 miles west of Ballia. The alignment is fairly direct and runs close to the Ghazipur-Ballia road for its entire length. The earthwork is light, but there are three important tributaries of the Ganges to be bridged, *viz.*, at mile 2, Besu river, requiring 4 spans of 80-foot girders; at mile 11, Mangai river, requiring 6 spans of 60-foot girders; and at mile 29½, Tonse river, requiring 11 spans of 80-foot girders.

Ghazipur-Ballia extension survey.

The plans and estimates of the proposed Azamgarh-Shahganj extension have been received. The line runs through a very easy country with few waterways.

Azamgarh-Shahganj extension (34·84 miles).

The plans and estmates of the proposed branches of the Tirhoot State railway noted on the margin are under revision.

Mansi-Bhaptiahi (80 miles), Bettiah-Bagaha (49 miles) and Shikarpur-Bairagnia (58 miles) surveys.

The construction of the Sakri-Jainagar railway, 30 miles in length, was sanctioned during the year. Work has not yet been started on the line.

Sakri-Jainagar railway.

Bárán-Ajmer and Marwar railway survey (metre gauge).

18. The project reports and estimates for this line have not yet been received. In November 1899, the earthwork on the Bárán-Marwar line was begun for famine relief purposes in Rajputana, and shortly after, on the Kekri-Nasirabad alignment.

With a view to commence famine relief works, the survey of the Tonk-Jehazpur line has also been sanctioned. This line forms a connection between the Jaipur and the proposed Bárán-Ajmer and Marwar railways and runs through a rich valley to the east of the Banas river. It passes the large town of Tonk and the cantonment of Deoli. The length of this line is 75·70 miles; there are no physical difficulties met with in the alignment; the bridging is very light and the construction can be cheaply carried out. The survey was begun in November and completed in January, when plans were made for starting earthwork for famine relief purposes.

Tonk-Jehazpur survey.

In addition to the above, the Government of India have sanctioned the re-survey of the Pipli Ghát on the Bárán-Marwar project. The survey was begun in November and will be completed shortly; the country is difficult.

Pipli Ghat re-survey.

Southern Mahratta railway (metre gauge).

19. A reconnaissance survey of the country between Bagalkot on the Bijápur branch of the Southern Mahratta railway and Hungund, a distance of about 29 miles, was made during January 1900. A location survey is now being made and will, it is expected, shortly be completed.

Bagalkot-Hungund railway survey.

The survey of the following feeder lines in the Madras Presidency have been sanctioned and will be taken up during 1900-01: Bellary to Rayadrug (33 miles); Hospet to Kottur (35 miles); and Narasarávupet to Pondugul (45 miles).

Feeder lines.

The question of location surveys of the following projected lines is also under consideration: Kurnool Road to Kurnool Town (32 miles); and Bezwada to Masulipatam (50 miles).

Mysore and West Coast railway survey (metre and 2′ 6″ gauges).

20. This group of surveys was sanctioned in October 1899 and work was begun in the following month. It covers alternative routes for a light railway with ruling gradients of 1 in 25, on the 2′ 6″ or metre gauge, from Arsikere or some other adjacent place on the Mysore State railway to Mangalore or Tellicherry. The survey is now concentrated on 85 miles of the ghát in five separate localities and 373 miles of rough reconnaissance on the plateau and the plain, with the object of deciding the best route for a narrow gauge railway from Mysore to the west coast.

Railway extensions in Mysore territory.

21. Surveys for the following projects have been undertaken by the Government of Mysore :

	Miles.
Dodballapur to Chikballapur	18
Bowringpet to Kolar	12

Field work in connection with both these surveys was completed in October 1899, and the preparation of the project was taken up during the year.

South Indian railway (metre gauge).

Nanjangud-Erode railway survey.

22. The survey for the Nanjangud-Erode railway was noticed in the last year's report. The project report and estimate of the cost of constructing the line have been submitted. The line, which will be 120·70 miles in length, is roughly estimated to cost Rs. 1,23,03,700, or Rs. 1,01,936 per mile, including rolling-stock.

Pamban branch (120·98 miles).

The final survey of the Madura-Pamban railway, which was commenced in December 1898, was completed in July 1899. The survey of the first section from Madura to Paramagudi and the branch to Sivaganga is entirely over a new line through a country dotted with tanks and intersected by feeder channels. The work on the second section was confined to lockspitting the original centre line from Paramagudi to Toni Torai, making a preliminary survey of the Pamban reef and a detailed survey on the island of Rameswaram from Pamban to Rameswaram *viâ* the southern part of the island where it is proposed to open up a harbour. Soundings were taken along the coast for the harbour project.

From Madura station the line skirts the southern part of the town and then onwards to Tiruppuvanam, keeping as near the river as practicable. It then proceeds to Tiruppachetti and on to Manamadurai and thence to Paramagudi.

From Paramagudi the line follows the trace laid down in 1895, except that the station located at Toni Torai just at the extreme end of the neck of land, which joins on to the Pamban reef, has now been omitted, as, owing to the reef on the north side of Toni Torai, no cargo or passenger boats can land there, and every one going on to the island will alight at Mandapam where all boats are kept.

The country through which the line runs is very flat with a slight fall eastwards. The bridgework is comparatively light and there are no engineering difficulties,

The estimate for the construction of the Pamban branch is divided into three parts. The first, for the main section from Madura to Mandapam, 91·33 miles, is estimated to cost Rs. 71,99,515, or Rs. 78,830 per mile. The second, for the branch to Sivaganga, 11·65 miles, is estimated at Rs. 9,26,276, or Rs. 79,506 per mile, the higher rate being due to the bridging of the Vaigai river. The third is for the works in connection with the Pamban reef and the line on the island of Rameswaram, 9·09 miles; the estimated cost is Rs. 27,73,988, or Rs. 3,05,169, per mile.

Tinnevelly-Quilon (Travancore) branch (103 miles).

The Travancore branch is 103 miles in length and is divided into three divisions. The first division is from Tinnevelly, mile 0 to 48, the second or ghát division from mile 48 to 72, and the third from mile 72 to 103.

In February 1899, orders were issued first to complete the final survey and the staking out of the ghát section left unfinished by the previous survey party in 1895, and secondly to stake out the remainder of the line fit for the commencement of construction, including alteration of alignment where it was considered necessary.

The survey work is practically complete, but there are portions where investigations are in hand with a view to further improvements.

Marina loop survey.

A reconnaissance survey from Saidapet road by Adiyar and Mylapur to the Madras Beach station has been made by the South Indian Railway Company and the report is now under consideration.

Trichinopoly-Tirukkoyilur chord line survey.

A reconnaissance survey for a chord line to connect Trichinopoly with Tirukkoyilur, a distance of 97 miles, was sanctioned in January 1900. The field-work has been completed.

Kalikiri Rayachoti railway survey (2′ 6″ gauge).

This survey from Kalikiri to Rayachoti, 32 miles in length, which was sanctioned in July 1899, has been completed, and plans and estimates are under preparation by the South Indian Railway Company.

Máyavaram-Mutupet railway (metre gauge).

Mutupet-Avadayarkovil railway survey.

23. The survey for this extension, 53 miles in length, was completed during the year, but plans and estimates have not yet been received.

Assam-Bengal railway (metre gauge).

Tilagaon-Sylhet branch.

24. The survey of the Tilagaon-Sylhet branch referred to in the last year's report has been completed and reports and estimates have been submitted. The estimate shows the length of the line to be 39·39 miles and the cost Rs. 37,74,500, or Rs. 95,823 per mile, excluding rolling-stock. The nature of the country will entail heavy expenditure on earthwork and bridging. The most important river on this alignment is the Kooseara, which, it is proposed, should be crossed at mile 17½ by a bridge consisting of two spans of 250 feet and 6 spans of 60 feet. The line runs, for a great part of its length, through a rich and well populated agricultural country; it serves the important trade centres of Ballaganj and Sylhet, the trade of which at present is entirely conducted by water.

Akhaura-Bhairab Bazar branch.

The survey of the Akhaura-Bhairab Bazar branch, which was referred to in the previous report, has been completed and reports and estimates have been submitted. The estimate shows the length of the line to be 19·00 miles and the cost Rs. 16,18,150, or Rs. 85,166 per mile, excluding rolling-stock. With the exception of the bridge over the Teetas, there is no bridging of much importance. The line will pass through a rich and populous country, serving the important town of Brahmanbaria, and the still more important Bhairab Bazar on the Megna river.

Hajiganj-Shatnol branch.

The detailed survey of the Hajiganj-Shatnol branch, which was referred to in the last year's report, has been completed and reports and estimates have been submitted. The estimate shows the length of the proposed line to be 24·39 miles, with a wagon ferry to Náráyanganj, 12 miles distant, and the cost Rs. 37,81,950, excluding rolling-stock, but including Rs. 13,12,500 on account of the cost of the ferry to Náráyanganj. This gives an average of Rs. 1,01,248 per mile of railway, excluding ferries. The line would have heavy banks and bridges as it passes across lands over which the Megna river spills considerably. The steepest gradient would be 1 in 1,000 and the sharpest curve 3°. The country through which the line passes is thickly populated and all under cultivation. This branch line will connect the existing Dacca section of the Eastern Bengal State railway with the Assam-Bengal railway and render the port of Chittagong accessible by rail for the export of Náráyanganj jute.

Burma railways (metre gauge).

Shwebo-Letkobin Thabeitkyin survey.

25. The survey of the Shwebo-Letkobin-Thabeitkyin branch was completed during the year, but the project estimates have not yet been submitted. The line has been divided into two sections, *viz.*, from Shwebo to Letkobin and Letkobin to Thabeitkyin.

The total length of the line from its junction with the Mu Valley railway at Shwebo, 446 miles from Rangoon, to Thabeitkyin station on the Irrawaddy, opposite the town of Thabeitkyin, is 29·30 miles and to Letkobin station, near, the coal mines, is 22 miles; a siding, 0·75 mile long, runs to the mines. The total cost of the line from Shwebo to Thabeitkyin, including the siding to the coal mines, is (excluding rolling-stock) estimated at Rs. 13,41,285, or Rs. 44,632 per mile. The ruling gradient on the Shwebo-Letkobin section is 1 in 100 from the mines and 1 in 50 approaching them, and on the Letkobin-Thabeitkyin section 1 in 50 in either direction. The sharpest curve on the line is one of 573 feet radius.

From the junction at Shwebo to mile 6, the country traversed is of a gently undulating character, and thence to Kongyi station, mile 12½, a more or less flat well cultivated plain is traversed. At Kongyi, the line leaves the watershed between the Mu and Irrawaddy rivers and the ground at once becomes very broken, water-worn and intersected with ravines. The line selected gives a suitable site for the station at Letkobin, with a siding to the coal-fields of 1 in 50.

From Letkobin to Thabeitkyin station, the line runs as much as possible along watersheds, and a fairly light line has been obtained by adopting a ruling gradient of 1 in 50 compensated.

Bassein-Henzada Tharrawaddy railway and extension surveys.

The construction of the Bassein-Henzada-Tharrawaddy railway, 119 miles in length, was sanctioned during the year, but as further surveys were considered necessary to decide whether Tharrawaddy or Letpadan is the best place for effecting

a junction of the Bassein-Henzada railway with the existing Burma railway system, a line from Letpadan station to Tharrawa on the left bank of the Irrawaddy, opposite Henzada, a distance of 23 miles, was reconnoitred in April and May 1899, and on being found to be the best and cheapest connection, it was located during the months of December 1899 to February 1900. A survey from Henzada to Myanoung and Kyaugin on the right bank of the Irrawaddy and about 65 miles north was started early in January 1900 and 45 miles have been located. The country is flat and easy, intersected by a few large creeks; it is covered with rich paddy cultivation and studded with big villages.

The following is in continuation of the paragraph on the Salween extension survey included in the last administration report:

Salween extension.

No. 1 Salween survey party, which went out to complete the river route up the right bank of the Salween to Kunlông, returned from the field in the middle of June. During the season they succeeded in obtaining a detailed contour plan of the right bank of the Salween from mile 250·25 (the end of the paper line of 1897) to Kunlông, a distance of about 22 miles; of this, nearly 12 miles of line were staked out on the ground, and 10 miles located by permanent apex points.

The country traversed, however, is extremely difficult and the project could not be properly investigated in one season, and further surveys are required to definitely determine whether or not the right bank of the Salween is the correct one for the final location of the line. The total estimated cost of the Salween extension, from the end of the fourth division of the Mandalay-Kunlông railway to Kunlông, miles 230·62 to 271·09, a total distance of 40·47 miles, is, exclusive of rolling-stock, Rs. 98,23,376, being Rs. 2,42,730 per mile, but there is no doubt that this figure could be very much reduced by a free use of sharp curves. The steepest gradient is 1 in 40 extending over 0·66 mile; the average amount of rise per mile is 31·80 feet; and the stiffest curve on the line is 17° or 338·30 feet radius.

In the middle of November, No. 1 party again set out for the field arriving at Lashio on the 28th November and Hsupkyet on the 10th December, their objects being (1) to ascertain whether a cheaper line than the present one could not be obtained by keeping wholly on the left bank of the Salween, crossing the river at Hsupkyet, or partly on the left bank, by crossing at some intermediate point between Hsupkyet and mile 268¼; and (2) to find the best route into the Namting valley.

A considerable amount of work was done, and information obtained, but the best point of crossing above mile 250 is still left undecided, as the party was recalled on the 10th February.

No. 2 Salween survey party which was sent out to investigate the route from Lashio to Kunlông *vid* Theinnee returned to Maymyo from the field in July, and in January a report on the route was submitted. The country traversed was thoroughly examined and a paper line was obtained along what appeared to be the most favourable location, the instructions being to obtain a line with a ruling gradient of 1 in 40, and, if possible, with a maximum curvature of 10°, with 17° curves in exceptional cases, or to get a line at a reasonable cost. It was, however, found impossible to get a line approximating to these conditions as regards curvature, as it was found absolutely necessary to use 17° curves freely on the more difficult sections. Extremely sharp spurs rendered the use of curves as sharp as 28° (205 feet radius) necessary to avoid almost continuous tunnelling.

Sagaing bridge.

The further surveys and borings alluded to in the last year's report were commenced early in December, and are in progress at the Sagaing bridge.

Rohilkund and Kumaon railway, company's section (metre gauge).

Kichha-Kashipur extension.

26. The plans and project estimates of this extension are still awaited.

Dudhwa-Mohan river survey.

A re-survey for a line from Dudhwa station to the Mohan river was made during the year and the project estimates are in course of submission.

Hyderabad-Gódávari Valley railway (metre gauge).

Purna-Basim railway survey.

27. The survey and location of the branch line from Purna station on the Hyderabad-Gódávari Valley railway, 198 miles from Manmád, to Basim have been completed, and plans, estimates and report are under preparation.

Shoranur-Cochin railway (metre gauge).

28. The project estimate of the entire line, 65 miles in length, from Shoranur on the south-west line of the Madras railway to the town of Cochin, mentioned in the

last year's report, has been submitted. Of the total length, 0·98 mile is in British, 17·36 miles in Travancore and 46·36 in Cochin territory. The line traverses rough country for a considerable distance, and although a ruling grade of 1 in 80 has been adopted with curves of 955 feet radius, heavy earthwork in banks and cuttings cannot be altogether avoided.

The total cost of the line is estimated at Rs. 50,59,500, including rolling-stock, giving a mileage rate of Rs. 77,838. The principal rivers met with in the alignment are the Ponani and the Alway, which are to be crossed by bridges of 15 spans of 60 feet and 9 spans of 80 feet respectively. The construction of the line has been sanctioned and is in progress.

Jámnagar railway (metre gauge).

Jamnagar-Salaya extension.

29. In November 1899, orders were given for the survey of an extension from Jámnagar to the port of Salaya, a distance of about 35 miles. The survey party took the field on the 19th November 1899, and the line, which is comparatively easy, was located and pegged out and the survey completed by the end of January 1900. One large bridge, consisting of 12 spans of 50 feet, will be required over the river Sasoi; the foundations of the river-bed are good, and stone is procurable within easy distance.

Dhrângadrá railway (metre gauge).

Dhrangadra-Halvad extension.

30. This survey was undertaken, according to the wishes of the Dhrángadrá Durbar, with a view to commence earthwork for famine relief purposes. The field-work was begun on the 1st March 1900, and the location and survey completed on the 24th of the same month from Dhrángadrá to Halvad, a distance of 20 miles.

Howrah-Amta Light railway (2′ 0″ gauge).

Jagatbullabpur-Champadanga reconnaissance with a branch to Rajbulhat.

31. A reconnaissance of the proposed extension from Jagatbullabpur to Champadanga, with a branch to Rajbulhat, was made during the year, and proposals have been submitted to the Local Government for sanction to its construction.

Ránaghat-Krishnagar Light railway (2′ 6″ gauge).

Krishnagar-Saroopgunj (Nawadip) reconnaissance.

32. A reconnaissance for a line from Krishnagar to Saroopgunj (Nawadip) on the Bhagirathi has been made in view of a possible extension of the Ránaghat-Krishnagar Light railway.

Kalka-Simla railway (2′ 0″ gauge).

33. With the view of ascertaining whether some better alignment could not be obtained than had been indicated by surveys of past years, from Kalka to Simla, a survey party started work in April 1899. The reconnaissance was completed in August, and a general project estimate with plans submitted to the Government of India and to the Board of Directors. This reconnaissance showed that a line could be obtained 60 miles long, with a ruling grade of 3 per cent., at a cost of Rs. 86,66,500, or Rs. 1,44,442 per mile, including rolling-stock on a gauge of 2 feet.

Detailed surveys have since been taken in hand between Kalka and Dharmpore, 20 miles, with the object of finally locating the line in this section for construction. Similar detailed surveys for sections north of Dharmpore will be taken in hand at an early date.

Morvi railway (2′ 6″ gauge).

Wadhwan-Dolia new alignment survey (metre gauge).

34. In connection with the proposal to convert the 2′ 6″ gauge between Wadhwán and Rájkot to the metre gauge, a survey has been carried out for a new alignment from Dolia to Wadhwán *viâ* Sayla. The survey of this new alignment, 22 miles in length, was put in hand in August 1899 and completed in November 1899. It is estimated to cost Rs. 5,50,000. The ruling gradient is 1 in 250, and the curves are easy. The country traversed is an open fertile plain lying between the two Bhogawa rivers, and the alignment occupies as nearly as possible the watershed between them.

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35. Statement No. 6 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, and of sanctioned projects on which no progress has been reported or on which commencement of work has not yet been authorised. The estimated cost of each project is approximate and has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT No. 6.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
A		Miles.	Rs.	
Agra-Delhi chord	Standard	121	90,76,000	Surveyed and earthwork started as famine relief.
Ahmadpur-Baidyanáth	Standard	61	55,17,000	Surveyed.
Ahmadpur-Cutwa	Standard	32	32,00,000	Surveyed in connection with the Western Bengal railway project.
Ait-Kunch-Jalaon	Standard 2′ 6″	38	26,60,000 3,69,854	Under survey.
Akhaura-Bhairab Bazar	Metre	19	16,18,000	Surveyed.
Akola-Hinguli	Metre 2′ 6″	56	16,49,000 14,49,000	Surveyed.
Allahabad-Fyzabad chord	Standard	97	1,50,00,000	Under survey.
Allahabad-Jaunpur	Standard	70	49,00,000	Under survey.
Ammayanáyakkanúr-Kuruvanath	2′ 6″	75	30,00,000	Not surveyed.
Amráoti-Ellichpur	2′ 6″	31	7,93,000	Reconnoitred.
Amritsar-Tarn Taran-Sarhali	Standard	27	18,00,000	Under survey.
Arsikere-Mangalore	Metre	137	1,86,88,000	Surveyed in 1895-96.
Assam-Burma connection	Metre	284	3,83,00,000	Surveyed in 1895-96.
Aunrihar-Jaunpur	Metre	36	18,34,000	Surveyed.
Azamgarh-Sháhganj	Metre	35	15,29,000	Surveyed.
B				
Bágalkot-Hungund	Metre	29	21,17,000	Under survey.
Bahadurpur-Songir	2′ 6″	10	...	Surveyed.
Baidyanáth-Nawádah	Standard	75	60,00,000	Surveyed in connection with the Western Bengal railway project.
Bairagnia-Shikarpur	Metre	58	36,60,000	Surveyed.
Baliapatam-Mangalore	Standard	90	...	Under survey.
Ballia-Ghazipur	Metre	31	20,85,000	Surveyed.
Bárán-Ajmer and Marwar	Standard Metre	213	1,76,83,000 1,33,00,000	Under survey.
Bárán-Kotah	Standard Metre 2′ 0″	43	35,96,000 34,88,000 9,50,000	Surveyed in 1895-96 and again in 1897-98 for a 2′ 0″ gauge line. Revised survey being made in connection with Bárán-Ajmer and Marwar railway.
Baraset-Bhaduria	2′ 6″	40	6,40,000	Surveyed by the promoters.
Bareilly-Soron	Metre	63	53,50,000	Surveyed.
Bársi Town-Latur	2′ 6″	68	34,00,000	Not surveyed.
Bársi Road-Pandharpur extension	2′ 6″	33	13,39,000	Surveyed.
Begamsarai-Rowsara	Metre	14	5,50,000	Not surveyed.
Bellary-Rayadrug	2′ 6″	33	7,76,000	Under survey.
Berhampore-Gopálpur	Standard	9	6,30,000	Not surveyed.
Berhampore-Russelkonda	2′ 6″ Standard	49	14,91,000 23,53,000	Surveyed.
Bettiah-Bagaha	Metre	49	22,05,000	Surveyed.
Bezwada-Jaggaiapett	Standard	54	43,50,000	Not surveyed.
Bezwada-Masulipatam	Standard	50	53,50,000	Surveyed.
Bhágalpur-Bausi-Baidyanáth	Standard	75·47 75·98	65,31,000 65,77,000	Surveyed. Alternative projects.
Bhagwangola-Katihár-Ráyganj	Metre	153	1,10,86,000	Survey from Rampur Beaulea *to* Ráyganj and Malda to Katihár completed. See also Ránaghat-Ganges-Katihár.

STATEMENT No 6—*contd.*

***Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised*—contd.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
B—*concld.*		Miles.	Rs.	
Bhera-Jhang	Standard	110	55,00,000	Not surveyed.
Bombay Port Trust	Standard	9	31,00,000	Not surveyed.
Bombay-Sind connection	Standard	360	3,24,00,000	Surveyed.
Bombay-Southern Mahratta direct connection.	Metre	202	1,58,09,000	Not surveyed.
Bongong-Kotchandpur	2′ 0″	32	11,00,000	Survey completed. Alternative to the Kissengunge-Kotchandpur-Magura line.
Botád-Barwalla	Metre	14	9,00,000	Reconnoitred.
Bowringpet-Kolar	Metre	12	...	Under survey.
Brahmapuri-Nágpur branch	Standard	55	27,50,000	Not surveyed.
Burdwan-Cutwa	Standard	34	26,49,000	Surveyed. Alternative to the Hooghly-Cutwa line.
Burdwan-Howrah Chord	Standard	57	77,50,000 Double line 49,00,000 Single line	Surveyed.
C				
Cachar District tramways	2′ 6″	60	14,75,000	Reconnoitred.
Calcutta Central	Standard	95	1,00,00,000	Not surveyed.
Cawnpore-Hamírpore	2′ 6″	40	6,00,000	Not surveyed.
Cawnpore-Rae Bareli-Fyzabad	Standard	140	1,12,00,000	Not surveyed.
Chakardharpore-Ranchi-Lohardugga	2′ 6″	100	31,00,000	Not surveyed. Alternative to Purulia-Ranchi line.
Chandausi-Gajroula	Standard	44	22,50,000	Surveyed.
Chandipore (Madhyamgram)-Taki with Bhaduria branch.	Standard	38	20,00,000	Surveyed.
Chánga Mánga-Chunian-Pakpatan	Standard	70	56,00,000	Not surveyed.
Chausama-Bechraji Mota	Metre	17	7,20,000	Surveyed.
Cherra-Companyganj extensions	2′ 6″	26	12,70,000	Partially surveyed.
Coonoor-Ootacamund extension	Metre	12	19,19,000	Surveyed.
D				
Dacca-Tangail (Dacca-Mymensingh extension).	Metre	54	35,64,000	Under survey.
Daltonganj-Sini	Standard	190	1,90,00,000	Not surveyed.
Dehra-Mussooree-Landour	2′ 0″	26	15,50,000	Reconnoitred.
Dehra Ghazi Khan-Sakki Sarwar	Standard	35	35,00,000	Not surveyed.
Dharmapuri-Morappur	2′ 6″	16	4,30,000	Under survey.
Dholpur-Bari	Standard 2′ 6″	19	...	Under survey.
Dhrángadrá-Halvad	Metre	20	...	Under survey.
Dhubri-Gauhati extension, Golakgunge-Gauhati section.	Metre	151	1,41,37,000 1,65,41,000	Surveyed.
Dhubri-Rungpore, Mogalhát-Dhubri section	Metre	39	42,34,000	Surveyed.
Dindigul-Salem	Standard	60	60,00,000	Not surveyed.
Dodballapur-Chikballapur	Metre	18	...	Under survey.
Dudhwa branch extension to Rámnagar ghát	Metre	25	10,00,000	Not surveyed.
E				
East Indian, Jherriah extensions	Standard	14	5,39,000	Under survey.
East Indian, Sitarámpur-Howrah section, quadrupling of line.	Standard	138	1,50,00,000	Under survey.
F				
Faridpur-Munshiganj extension (Gaolundo-Narayanganj).	Metre	40	58,47,000	Reconnoitred.
Farukhabad-Shikohabad	Standard	66	45,20,000	Surveyed.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
F—*concld.*		Miles.	Rs.	
Fatehpur-Markandi	Standard	61	42,70,000	Not surveyed.
Feni-Noakhali	2′6″	27	5,40,000	Not surveyed. Alternative to the Laksam-Noakhali-Ichakhali line.
G				
Goalundo-Dacca (Dacca-Mymensingh extension).	Metre	42	27,72,000	Not surveyed
Godhra-Baroda chord	Standard	44	34,12,000	Surveyed in 1895-96.
Gogragháț-Sitapur	Metre	58	25,00,000	Partially surveyed.
Gorakhpur-Bettiah (Gorakhpur-Captainganj-Bagaha).	Metre	75	33,40,000	Not surveyed.
Gurmukhteswar-Khurja	Standard	44	20,00,000	Reconnoitred.
Gurmukhteswar-Meerut	Standard	29	17,61,000	Surveyed in 1895-96.
Gya-Kátrásgarh	Standard	108½	1,96,00,000	Under survey.
H				
Hájiganj-Shatnol	Metre	25	37,82,000	Surveyed.
Harpálpur-Nowgong	2′0″	19	2,98,000	Surveyed.
Harpálpur-Rath	2′0″	26	3,66,000	Surveyed.
Henzada-Myanoung-Kyaugin	Metre	65	...	Under survey.
Hingwjea-Sylhet	2′6″	40	12,50,000	Not surveyed. Alternative to the Tilágaon-Sylhet line.
Hooghly-Cutwa	Standard	65	63,12,000	Surveyed.
Hospet-Kottur	2′6″	35	8,23,000	Under survey.
Hsipaw (Thibaw)-Moné	Metre	200	...	Hsipaw (Thibaw) to Mampan, 50 miles, cost Rs. 35,61,000 surveyed; Mampan to Moné, 150 miles, not surveyed.
Hyderabad-Guntakal (Hyderabad-Kistna river).	Metre	168	1,40,00,000	Not surveyed.
J				
Jámnagar-Salaya	Metre	35	...	Under survey.
Jech Doab (Malakwál)-Toba Tek Singh	Standard	100	50,00,000	Under survey.
Jubbulpore-Gondia with branches	2′6″	253	81,33,000	Surveyed.
Jullundur-Hoshiarpur	Standard	24	14,71,000	Surveyed.
Jullundur-Kapurthala	Standard	13	6,03,000	Surveyed.
K				
Kala-ki-Sarai-Abbottabad (Kashmir)	Metre	203	2,44,93,000	Surveyed.
Kalikiri-Rayachoti	2′6″	32	7,36,000	Under survey.
Kalka-Simla	2′0″	60	86,66,000	Surveyed.
Karnal-Kaithal-Nabha	Standard	70	56,00,000	Not surveyed.
Káthgodám-Naini Tal	2′0″	13	12,00,000	Examined.
Kaunia-Bonarpara	Metre	44	20,77,500	Under survey.
Khandwa-Akola-Basim	Standard	160	...	Under survey.
Khurda-Sambalpur	Standard	190	2,37,00,000	Surveyed.
hushálgarh-Kohat-Thal	2′6″	91	48,86,000	Reconnoitred.
Khushálgarh-Kohat-Bannú	Standard	116	1,58,56,000	Surveyed. Alternative to Khushálgarh-Kohat-Thal.
Kichha Kashipur	Metre	40	10,00,000	Under survey.
Kissengunge-Kotchandpur-Magura	2′6″	51	13,71,000	Survey completed. Alternative to the Bongong-Kotchandpur line.
Kissengunge-Titalia-Siliguri	Metre	55	25,00,000	Not surveyed. Alternative to the Saidpur-Titalia line.
Kósambá-Velacha-Zankavao	2′6″	25	...	Under survey.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
K—*concld.*				
Krishnagiri-Tirupattúr	2′ 0″	25	6,72,000	Under survey.
Kuchámán-Rewari	Metre	134	65,21,000	Surveyed.
Kuchámán-Sirsa	Metre	170	58,31,000	Not surveyed.
Kumbakónam-Mannargudi branch	Metre	21	12,60,000	Examined.
Kurjet-Uran Salt-fields	Standard	15	12,00,000	Not surveyed.
Kurnool branch	Metre	32	9,88,000	Surveyed.
L				
Láksám-Noakhali-Ichakhali	Metre	39	23,40,000	Under survey.
Lodhrán-Karor	Standard	18	9,00,000	Not surveyed.
Ludhiána-Dhuri-Jakhal	Standard	80	39,37,000	Surveyed in 1897-98.
Ludhiána-Ferozepore	Standard	77	44,66,000	Surveyed in 1893-94.
M				
MacLeod Ganj-Fázilka	Standard	23	12,65,000	Surveyed.
Madhopur to Sikar	Metre	32	...	Under survey.
Mandra-Chakwal	Standard	40	22,00,000	Not surveyed.
Mangaldai tramway (Rangamati Ghát-Ghagrapará).	2′ 6″	35	7,89,000	Not surveyed
Mangalpur-Suri-Sainthia	2′ 6″	50	40,00,000	Not surveyed.
Mansi-Bháptiáhi	Metre	80	53,19,000	Surveyed.
Mári-Bannu	Standard	100	1,09,00,000	Surveyed. Alternative to Kohat-Bannu.
Máyavaram-Tranquebar	Metre	15	6,75,000	Reconnoitred.
Meerut-Barant	Standard	30	24,00,000	Not surveyed. Alternative to the Shahdara-Barant branch.
Meerut-Hapur	Standard	19	10,97,000	Surveyed in 1895-96. Alternative to the Gurmukhteswar-Meerut branch.
Midnapore-Jherriah	Standard	122	1,22,12,000	Survey completed.
Miyágám-Sinor	2′ 6″	20	...	Under survey.
Moradabad (or Rámpur)-Rámnagar	Standard	47	16,50,000	Surveyed.
Mutupet-Avadayárkóvil	Metre	53	17,00,000	Under survey.
Muxoodpore-Majeegati (Bengal Central railway).	Standard	15	8,60,000	Reconnoitred.
Mymensingh-Netrakona (Dacca-Mymensingh extension).	Metre	24	15,84,000	Under survey.
Mysore-Fraserpet	Metre	52	25,00,000	Not surveyed.
N				
Nadiád-Kapadvanj	Standard	28	8,73,000	Under survey.
Nadiád-Petlád	Standard	30	...	Under survey.
Nágdá-Bárán-Muttra	Standard	355	3,50,69,000	Surveyed in 1895-96.
Naiháti-Ballygunge (independent line)	Standard	29	53,19,000	Under survey.
Naiháti-Sealdah (quadrupling of line)	Standard	22	41,62,000	Survey. Alternative to Naiháti-Ballygunge independent line.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
N—*concld.*				
Naini Tal-Káthgodám branch	2′ 0″	13	12,00,000	Reconnoitred.
Nanjangúd-Erode	Metre	121	1,23,04,000	Surveyed.
Nanjangúd-Calicut	Metre	155	1,00,00,000	Reconnoitred.
Narasarávupet-Pondugul	2′ 6″	45	10,58,000	Under survey.
Nasirabad-Kekri	Metre	35	9,00,000	Revised survey being made in connection with Bárán-Ajmer and Marwar railway.
Nattore-Rámpur-Beaulea	Metre	24	11,15,000	Surveyed in 1895-96.
Nawádah-Behar branch	Standard	17	22,46,000	Not surveyed.
P				
Pálghat-Dindigul	Metre	115	85,00,000	Under survey.
Pandharpur-Sangola	2′ 6″	17	6,97,000	Reconnoitred.
Pánipat (or Sonépat)-Saháranpur	Standard	60	48,00,000	Not surveyed.
Pátan-Rádhanpur	Metre	44	21,30,000	Surveyed.
Pathánkot-Baijnath with branch	2′ 6″	102	...	Not surveyed.
Pegu-Moulmein	Metre	114	92,04,000	Reconnoitred.
Phulbári-Samjhia	Metre	13	4,42,000	Surveyed in 1895-96.
Pilibhit-Barm Deo	Metre	40	12,00,000	Not surveyed.
Pindrei-Mandla branch	2′ 0″	27	13,50,000	Satpura plateau lines under survey.
Pindrei-Seoni branch	2′ 0″	35	17,50,000	Satpura plateau lines under survey.
Porto Novo-Salem	Metre	116	86,00,000	Reconnoitred.
Prome-Magwe-Meiktila	Metre	176	1,13,00,000	Not surveyed.
Puri-Astrang	Standard	34	27,20,000	Not surveyed.
Purna-Basim	Metre	64	...	Under survey.
Purulia-Ranchi	Standard	75	1,50,00,000	Ranchi plateau lines under survey.
R				
Raipur-Vizianagram with Sonepore branch	Standard	359	2,81,00,000	Surveyed.
Ranchi Plateau (Chitturpur-Ranchi-Lohardugga-Palkot).	2′ 0″	127	...	Under survey.
Ránaghat-Ganges-Katihár	Not decided on.	338	5,85,00,000	Surveyed.
Ráyganj-Lahirihat-Atwari	Metre	53	28,00,000	Not surveyed. Alternative to the Kissengunge-Titalia-Siliguri line.
Rewari-Phulera chord	Metre	133	53,25,000	Surveyed.
		131	51,18,000	
S				
Sábarmati-Dholka	Metre	34	13,08,000	Surveyed.
Saidpur-Titalia	Metre	66	29,84,000	Surveyed in 1895-96.
Sakri-Jainagar	Metre	30	16,00,000	Surveyed.

STATEMENT No. 6—*concld.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—concld.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
S—*concld.*				
Salem-Atur	2′ 6″	36	...	Under survey.
Shahdara (Delhi)-Saháranpur with Meerut branch.	2′ 6″	125	33,53,000	Not surveyed.
Shahdara-Baraut	Standard	30	24,00,000	Not surveyed. Alternative to Meerut-Baraut branch.
Sherpur-Netrakona	Metre	40	58,47,000	Under survey.
Shwebo-Letkobin-Thabeitkyin	Metre	29	13,41,000	Under survey.
Singia-Lohagara branch	Standard	23	29,56,000	Surveyed.
Sitarámpur-Khorabad	Standard	5	4,00,000	Under survey.
Sonépat-Saháranpur	Standard	60	48,00,000	Not surveyed.
Songad-Palitana branch	Metre	17	5,21,000	Surveyed.
Srípúr-Tangail (Dacca-Mymensingh extension).	Metre	40	58,47,000	Under survey.
Sukkur-Shikárpur-Nasrat	Standard	46	36,83,000	Survey completed.
Sultanpur-Srinagar	Standard	160	1,09,00,000	Surveyed.
Suratgarh-Bhátinda	Metre	88	19,43,000	Survey completed.
Sylhet-District tramways	2′ 6″	4	12,00,000	Reconnoitred.
Sylhet District tramways (supplementary).	2′ 6″	105	40,40,000	Reconnoitred.
T				
Tarkessur extension	Standard	50	25,00,000	Not surveyed.
Tilágáon-Sylhet	Metre	39	38,00,000	Surveyed.
Trichinopoly-Tirukkoyilur	Metre	97	...	Under survey.
Trichinopoly-Thondi	Metre	86	37,50,000	Not surveyed.
U				
Uska Bazar-Tulsipur-Jhanva extension	Metre	66	26,00,000	Not surveyed.
V				
Verával-Sasan	Metre	30	15,00,000	Reconnoitred.
Viramgám-Sami-Rádhanpur	Metre	62	29,41,000	Surveyed.
Vizianagram-Bimlipatam	Standard	15	9,39,000	Not surveyed.
W				
Warora-Warangal	Standard	187	1,71,00,000	Partially surveyed.
Y				
Yerragudipád or Yerraguntla-Jammalamadugu.	2′ 6″	24	...	Under survey.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist and the general depths reached at the end of the year 1899 are given below:

Kurhurbaree.

	Feet.
2 "Jubilee" pit. Down cast, drawing coal and pumping	650
23 D. Down cast, pumping and drawing coal	429
17 B. Down cast, drawing coal	295
23 B. Up cast, drawing coal	242
2 C. Up cast, drawing coal	156
7 Jogitand. Up cast, pumping and drawing coal	272
1 Jogitand. Up cast, drawing coal	178
Bitagarha. Down cast, pumping and drawing coal	252
Sariabad. Up cast, drawing coal	231
Baloodanga. Down cast, driving main galleries	472
Domohani	172
23 E. Sunk to lower seam	211
Bhalmoretand. Up cast, drawing coal	244
Joaktiabad. Down cast, driving main galleries	472
Joaktiabad. Up cast, air shaft	472
Paltu, Incline, Bhaduah	...
Lillo's Incline, Bhaduah	...
10 Bhaduah Incline	...
23 D. Incline. Down cast, and haulage road for coal	...
23 B. Incline. Up cast and haulage road for coal	...
2 Mathadih Incline. Up cast and haulage road for coal	...

Serampore.

	Feet.
16 A. Down cast, pumping	344
21 Up cast, drawing coal	279
25 Down cast, pumping and drawing coal	199
42 D. Down cast, drawing coal	83
1 Kamaljore. Down cast, drawing coal	176
2 Kamaljore. Up cast, ventilating shaft	176
1 Central pit. Up cast, drawing coal and water	466
42 E. Up cast, ventilating shaft	63
Hetia pit, auxiliary to 1 Kamaljore	168
Parathdih Incline	...
Khandiha Incline	...
42 D. Incline. Haulage road for coal	...
2 Central pit. In course of sinking	215

The following table shows the output and number of persons employed during 1899 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Total.	Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.		
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	6,512	375,303	30,350	55,891	461,544	72
1899	6,885	387,990	32,591	41,951	462,532	67

Out of the slack, 12,539 tons of coke were made. The development of the colliery has kept pace with the output, and is being pushed to meet the increasing demand.

The capital outlay on the collieries to the 31st December 1898 amounted to Rs. 13,11,387, and the expenditure during the year to Rs. 1,10,264, making a total outlay to the 31st December 1899 of Rs. 14,21,651.†

The total receipts at the sanctioned issue rates were Rs. 9,58,610, and the charges, including sinking fund on working, coke manufacture and briquette, Rs. 9,12,697, thus showing a net gain of Rs. 45,913, equivalent to a return of 3·23 per cent. on the total capital outlay.

* All coal which will not pass through a ¾" mesh is classed as large coal.

† This outlay is made up of the purchase money Rs. 3,05,154, which represented half the original cost of buildings, plant etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

The quantity of coal and coke sold to the public, contractors and the South Behar (Luckeeserai-Gya) railway amounted to 6,832 tons and the amount realized was Rs. 24,850. The cost on the net output was Rs. 1-15-3 per ton.

The "Joaktiabad" shaft was completed, the engine pit head having been erected. A good output is got from this place.

The briquette plant has not worked much this year, as smithy coal has been exchanged for steam coal in the proportion of 1 ton of smithy to 1 ton 6 cwts. of steam coal. This is a more profitable arrangement than making briquettes.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . .	3	35	3	35	2,170	2,170	153,848	153,848	125,101	125,101
1899	5	18	5	18	1,377	1,377	92,506	92,506	77,598	77,598

Warora colliery.

2. This colliery, which is worked by Government, has seven shafts of depths and uses as under :

	Feet.	
Pit No. 1 . . .	245	Pumping
Pit No. 2 . . .	215	Winding
Pit No. 3 . . .	239	Pumping
Pit No. 4 . . .	181	Winding
Pit No. 5 . . .	174	Winding
Pit No. 6 . . .	102	Ventilating
Pit No. 7 . . .	170	Ventilating

The following table shows the output and number of persons employed during 1899 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	862	102,545	24,692	127,237	148
1899	810	105,672	27,308	132,980	164

The increaseof 5,743 tons of the total output, it is explained, occurred during the earlier part of the year, and was due to good cotton and other crops of the year 1898.

The receipts during the year amounted to Rs. 6,02,897 and the expenditure to Rs. 4,14,912, thus showing a net profit of Rs. 1,87,985, equivalent to a return of 10·96 per cent. on the capital outlay.

* All coal which will not pass through a $\frac{3}{4}$" mesh is classed as large coal.

The sales during the year are briefly detailed below:

	Large coal.	Small coal.	Total.
	Tons.	Tons.	Tons.
Great Indian Peninsula railway	66,042	...	66,042
Empress Mills, Nágpur	1,256	17,599	18,855
Hinganghat Mill Company	3,780	358	4,138
Berar Manufacturing Company	4,863	...	4,863
Other customers	23,070	2,427	25,497
TOTAL	99,011	20,384	119,395

During the year, 551 tons of fire-clay were raised for the manufacture of fire-bricks and tiles and for sale to the public.

The capital outlay on the colliery up to the 31st December 1898 amounted to Rs. 17,95,261, and as the capital transactions of the year resulted in a credit of Rs. 80,516, the outlay on the 31st December 1899 was reduced to Rs. 17,14,745.

The receipts during the year from fire-bricks and tiles amounted to Rs. 47,913 and the expenditure to Rs. 29,828.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	1	3	1	3	862	862	127,237	127,237	102,545	102,545
1899	...	4	...	4	...	...	...	...	...	...

Umaria colliery.

3. This colliery, which is worked by Government, consists of pits and inclines. The general depths reached at the end of the year were:

		Feet.
Pit No. 1	Shaft for water-supply to the station (steam power)	123
Pit No. 2	Up cast, ventilating shaft	131
Pit No. 3	Down cast, drawing coal	117
Pit No. 4	Down cast, main pumping shaft	236
Pit No. 5	Up cast, pumping shaft	192
Pit No. 6	Down cast	93
Pit No. 7	Up cast, pumping shaft	270
Pit No. 8	Down cast, drawing coal	244
Pit No. 9	Down cast, in course of sinking	125
Pit No. 10	Down cast, drawing coal	204
Incline No. 1	Travelling road for workmen and ventilation	181
Incline No. 2	Haulage road for coal	216
Incline No. 3	Travelling road for workmen and ventilation	216
Incline No. 4	Haulage road for coal	281
Incline No. 5	Haulage road for coal	143
Incline No. 6	Travelling road for workmen and ventilation	90

The following table shows the output and number of persons employed during 1899 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	1,931	90,022	44,704	134,726	69
1899	2,354	119,724	44,845	164,569	70

* All coal which will not pass through a $\frac{3}{4}$" mesh is classed as large coal.

The increase of 29,843 tons in the total output was due to the extension of work.

The capital outlay on the colliery on the 31st December 1898 amounted to Rs. 11,53,744, and the expenditure during the year to Rs. 29,050, making a total outlay to the 31st December 1899 of Rs. 11,82,794.

The receipts during the year amounted to Rs. 5,62,370 and the expenditure to Rs. 4,45,588, thus showing a net profit of Rs. 1,16,782, equivalent to a profit of 9·87 per cent.on the capital outlay.

The sales during the year are briefly detailed below:

	Large coal.	Screened nut coal.	Screened dust.	Slack coal.	Unscreened dust.	Shale.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway . . .	57,449	...	...	...	...	...	57,449
Great Indian Peninsula railway . .	13,923	...	...	...	...	...	13,923
Bengal-Nágpur railway . . .	5,000	...	...	...	...	...	5,000
East Indian railway	18,072	...	...	...	...	...	18,072
Other customers	10,424	9,977	677	14,315	3,937	87	39,417
Coal consumed in colliery boilers . .	...	795	1,335	8,325	..	1,421	11,876
Total . .	104,868	10,772	2,012	22,640	3,937	1,508	145,737

The colliery is still under development. No. 9 pit sinking has been suspended for the present: coal is being raised from No. 10 pit. No. 3 pit workings have been connected with No. 10 pit and the former will shortly be closed, all the coal being then taken to No. 10 pit.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death
							Tons.	Tons.	Tons.	Tons.
Previous year . . .	...	1	...	1	...	...	...	...	...	...
1899	3	5	3	5	784	784	54,856	54,856	39,908	39,908

Coal fields at Telanpali near the Eeb river.

4. At the recommendation of the Director, Geological Survey, a new shaft in the Eeb Coal field was sunk about half a mile south of the main line from mile 366½, and three miles from Belpahár station. The boring was carried down to a depth of 828 feet.

In reporting on the core samples the Director, Geological Survey, states, that the coal seams disclosed by the drill are uniformly poor, but that it may be assumed that the drill has not penetrated the entire thickness of the Gondwanas of the Rampur field, as there is no apparent sign of the lowest series, the Talchir, Kurhurbaree beds being represented in the core.

The total amount sanctioned for expenditure on block account is Rs. 24,800.* The capital outlay to the 31st December 1899 amounted to Rs. 19,004 against Rs. 10,896 at the end of the previous year.

Dandot colliery.

5. This colliery is worked in connection with the North Western State railway. The coal, of which there is only one seam, is worked by means of level or inclined tunnels driven in from the out-crop on the hill sides, the furthest of which, the low level at the main mine, has reached a distance of 2,200 feet from the mouth. There are three separate main groups of workings, *viz* :

i—Main mine.
ii—South out-crop mine. } Both at Dandot.
and iii—Pidh mines, which work the coal contained in an outlying hill north-east of Dandot.

The Pidh mines have this year, as before, supplied the major part of the output. Explorations have been carried out during the year in the surrounding hills, but so far no new workable area of coal has been proved.

A steady market exists for the slack or dust coal which is used by the public for lime and brick burning.

The following table shows the output and the number of persons employed during 1899, as compared with the previous year :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large or steam coal.†	Small or nut coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	1,583	51,572	745	22,273	74,590	47
1899	1,593	53,743	3,513	23,963	81,219	51

The increase of 6,629 tons in the total output was chiefly due to labour coming in more freely owing to failure of crops.

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1898 amounted to Rs. 4,79,016, and as the capital transactions during the year resulted in a credit of Rs. 3,50,399, the total outlay to he 31st December 1899 was reduced to Rs. 1,28,617.

The receipts during the year amounted to Rs. 7,59,091 and the expenditure to Rs. 4,56,643, thus showing a net profit of Rs. 3,02,448 for the year, giving a return of 68·71 per cent. on the capital outlay.

The sales during the year are briefly detailed below :

	Large or steam coal.	Screened or nut coal.	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	52,436	3,335	4,536	...	60,307
Engineering department, North Western State railway	515	68	5,460	...	6,043
Mári-Attock branch, North Western State railway .	585	...	...	...	585
Lyallpur-Khánewal branch, North Western State railway	107	...	...	...	107
Other consumers	100	110	12,638	...	12,848
Colliery works	...	...	...	1,329	1,329
Total . .	53,743	3,513	22,634	1,329	81,219

* Including an estimate of Rs. 8,050 for coal boring in the vicinity of the Eeb river bridge, on which an expenditure of Rs. 8,108 has been incurred.

† All coal which will not pass through a ¾" mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . .	1	5	1	5	1,583	1,583	74,590	74,590	51,572	51,572
1899 . . .	2	8	2	8	797	797	40,609	40,609	26,871	26,871

Baghanwala colliery.

6. This colliery is worked in connection with the North Western State railway. The amount of coal proved having been found insufficient to pay for the further working of the colliery, it was closed on the 15th January 1899, and the works dismantled.

The following table shows the output and the number of persons employed during 1899 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large or steam coal.*	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	295	5,218	6,054	11,272	38
1899	78	313	304	617	8

The decrease in the total output was due to the closing of the colliery in January.

The receipts during the year amounted to Rs. 4,610, and the expenditure to Rs. 3,569.

The sales during the year are briefly detailed below:

	Large steam coal	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway .	313	...	...	313
Other consumers	...	264	...	264
Colliery works	...	...	40	40
Total . . .	313	264	40	617

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . .	2	2	3	3	147	98	5,636	3,757	2,609	1,739
1899	1	...	1	...	78	78	617	617	313	313

* All coal which will not pass through a 1" mesh is classed as large coal.

Khost colliery.

7. This colliery is worked in connection with the North Western State railway. The colliery consists of mainways and adits, and the progress made up to the end of 1899 was as under:

	Feet.
Adit No. 12 heading	451
Adit No. 3 mainway, East	1,700
Adit No. 4 mainway, West	1,383
Adit No. 12 mainway, East	15
Adit No. 12 mainway, West	1,212
Takrai Dip mainway, East	627
Takrai Dip mainway, West	742
Killa Hakim Khan No. 2 mainway, West	115
Adit No. 3 Killa Hakim Khan heading	391
Adit No. 4 Killa Hakim Khan heading	70
Adit No. 5 Killa Hakim Khan heading	99
Adit No. 3 Sump	117
Killa Hakim Khan Sump	134
Guzh Sump	170
No. 3 incline	70
Takrai incline	65

The following table shows the output and the number of persons employed during 1899 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal. *	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	237	5,938	716	4,008	10,662	45
1899	304	7,139	820	3,729	11,688	38

The increase of 1,026 tons in the total output was chiefly due to increased demands from the locomotive department of the North Western State railway for large coal.

The sum originally sanctioned on block account was Rs. 1,00,000 *plus* Rs. 50,000 to be met from the profits realised from the working of the colliery. During the year 1897, however, the limit of the block account was reduced to an amount covering the actual value of plant which may be realised in the event of abandonment of the working at any time, or Rs. 50,000. The capital outlay to the 31st December 1898 was Rs, 62,859, and as the capital transactions during the year resulted in a credit of Rs. 4,699, the total outlay to the 31st December 1899 was reduced to Rs. 58,160.

The receipts during the year amounted to Rs. 1,57,236 and the expenditure to Rs. 1,70,013, thus showing a net loss of Rs. 12,777, chiefly due to the opening of new areas.

The sales during the year are briefly detailed below:

	Large coal.	Screened or nut coal.	Dust coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	7,003	742	...	7,745
Engineering department, North Western State railway	126	65	...	191
Pressed fuel manufacture	...	...	1,302	1,302
Private sales	10	13	2,427	2,450
TOTAL.	7,139	820	3,729	11,688

* All coal which will not pass through a ½" mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death	Per fatal accident.	Per death	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . .	...	3	...	3	...	...	...	...	...	...
1899	4	4	50	4	76	6	2,922	234	1,785	143

The fatal casualties during the year were due to a heavy fire which broke out in the Takrai mine on the 12th October 1899, when 47 men lost their lives.

Sharigh colliery.

8. This colliery, which is worked in connection with the North Western State railway, consists of mainways, and the progress up to the end of 1899 was the same as previously reported to the end of 1898, *viz.* :

	Feet.
Adit No. 1 mainway, West	553
Adit No. 3 mainway, East	1,035
Adit No. 5 mainway, West	1,167
Adit No. 6 mainway, East	573
Adit No. 6 mainway, West	649

The mining works were closed at the end of May 1896, as already stated in the report for 1896-97, and no coal was excavated in 1899.

There was, however, a sale of 105 tons of washed nut coal and 160 tons of washed dust coal during 1899 out of the old stock in hand.

The sum sanctioned for expenditure on block account is Rs. 25,000. The capital outlay remained the same as at the end of the previous year, *viz.*, Rs. 14,176.

The receipts during the year amounted to Rs. 2,062, and the expenditure to Rs. 1,382, thus showing a net profit of Rs. 680 for the year 1899.

As there is no probability of utilizing the coal on these mines with advantage to the railway, and as better coal can be obtained at a cheaper rate from the Khost mines, it has been decided to close the Sharigh colliery, and the work of dismantlement is in hand.

Baluchistan coal mines.

9. The chief areas within which coal mining operations have been carried out during the past years are those included in the Khost and Sharigh mines, the Sor Range, the mines near Mach and in the Digari district.

The Khost and Sharigh mines, worked by the North Western State railway, are separately referred to.

The remaining mines are worked by four concessionnaires who hold leases from the Agent to the Governor General.

The total quantity of coal proved during the year was 3,770 tons* against 1,848 tons in the previous year.

In the Mach mines, some serious faults have been met with in the seams and in all probability operations may have to cease in that locality.

Total coal production.

10. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1899.

* Including dust and small coal.

STATEMENT No. 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1899.

YEARS.	PROVINCES.										
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Madras.	Baluchistan.	Burma.	North-Western Provinces and Oudh.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880—84* . . .	5,415,989	—	426,977	16,493	2,100	...	...	...	...	...	5,861,559
1885	1,123,700	—	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886	1,186,802	—	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	...	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,168,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	...	2,537,696
1893	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	...	2,562,001
1894	2,035,934	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895	2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	3,537,820
1896	3,037,920	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	3,848,013
1897	3,142,497	92,792	131,629	185,533	124,778	365,550	...	8,876	11,472	...	4,063,127
1898	3,585,990	85,862	149,709	200,329	134,726	394,622	...	10,667	6,975	...	4,568,880
1899	3,893,206	81,835	156,576	225,623	164,569	401,216	...	11,954	8,105	...	4,943,084

* The annual output for each year, from 1880 to 1884, will be found in statement No. 7, page 60 of Part I of the Administration Report for 1895-96.

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1899, was :

	£
A.—Bridge work	41,810
B.—Engineer's plant	11,322
C.—Workshop machinery	17,666
D.—Permanent-way	325,625
E.—Locomotive and rolling-stock	294,823
F.—Station materials and fencing	40,671
G.—Tools and stores	88,425
Total	820,342

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,44,039 and Rs. 22,549, respectively.

3. *Cost of establishments at ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was :

	Rs.
Calcutta	17,152
Bombay	1,636

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1899, was :

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	32	102	31,482
„ Calcutta	118	23,453	48,56,498
„ Kurrachee	61	49,961	55,41,276
„ Vizagapatam	4	(*a*) 213	71,773
„ Cocanada	28	6,766	7,35,554
„ Madras	18	262	84,401
„ Rangoon (*b*)	4	23	7,202
	265	80,780	1,13,28,186

5. *Credits to Civil Department on account of insurance.*—During the year 1899-1900, Rs. 89,260 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—There were no losses of stores during the year 1899-1900.

7. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the balances on the standard and metre gauge railways on the 31st December 1899, as compared with the previous year.

(*a*) Of this, 5 tons were landed at Madras.

(*b*) These stores were for the East Coast State railway.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1899.

Classification No.	RAILWAY.	Balance on the 31st December 1898.	Receipts during 1899.	Total.	Issues during 1899.	Balance on the 31st December 1899.	Balance per mile of single track, including sidings on the 31st December 1899.	Percentage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.	Value of surplus stores available for sale or transfer on the 31st December 1899.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
	STANDARD GAUGE.									
	State lines worked by companies.									
I	EAST INDIAN	1,09,86,894	9,73,10,556	10,82,97,450	9,69,25,015	(a) 1,13,86,086	4,225	2·76	0·80	99,820
II	BENGAL CENTRAL . . .	2,75,872	4,78,840	7,54,712	4,00,821	3,53,891	2,407	2·79	0·86	45,626
III	BENGAL-NAGPUR . . .	20,57,611	15,49,797	36,07,408	19,10,504	16,96,904	1,277	1·14	0·73	...
IV	INDIAN MIDLAND (b) . . .	14,23,672	26,13,821	40,37,493	24,83,690	15,53,803	1,251	1·23	0·68	...
	TOTAL .	1,47,44,049	10,19,53,014	11,66,97,063	10,17,20,030	1,49,90,684	...	...	...	45,626
	State lines worked by the State.									
XI	NORTH WESTERN (b) . . .	(c) 82,58,464	2,26,85,878	3,09,44,342	2,23,84,111	(d) 85,60,231	1,918	1·61	0·83	(e) 96,301
XIII	OUDH AND ROHILKHAND . .	14,78,222	(f) 47,34,421	62,12,643	43,96,341	(g) 18,15,037	1,568	1·54	0·57	75,997
XIV	EASTERN BENGAL (h) . . .	27,27,293	58,87,160	86,14,453	58,15,243	27,99,210	2,385	2·32	0·72	15,542
XVI	EAST COAST	13,30,429	15,19,040	28,49,469	16,72,257	(i) 11,91,723	1,293	1·45	0·80	1,16,324
	TOTAL .	1,37,94,408	3,48,26,499	4,86,20,907	3,42,67,952	1,43,64,201	...	...	...	3,04,164
	Lines worked by guaranteed companies.									
XVII	GREAT INDIAN PENINSULA (b) .	51,08,319	77,32,339	1,28,40,658	83,35,051	45,05,607	2,014	1·60	0 47	58,394
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	42,36,199	1,00,85,007	1,43,21,206	92,81,033	50,40,173	6,990	4·42	1·81	9,137
XIX	MADRAS (b)	23,94,853	34,03,365	57,98,218	35,11,421	22,86,797	2,192	1·85	0·85	2,34,287
	TOTAL .	1,17,39,371	2,12,20,711	3,29,60,082	2,11,27,505	1,18,32,577	...	...	...	3,01,818
	Line owned by native state and worked by company.									
XXXI	THE NIZAM'S GUARANTEED STATE (b)	4,74,504	12,46,165	17,20,669	13,07,965	4,12,704	1,051	0·96	0·43	...
	TOTAL .	4,74,504	12,46,165	17,20,669	13,07,965	4,12,704	...	...	...	...
	TOTAL STANDARD GAUGE .	4,07,52,332	15,92,46,389	19,99,98,721	15,84,23,452	4,16,00,166	...	...	...	6,51,608

(a) Excluding Rs. 57,313 on account of balance of unopen lines, but including Rs. 31,651 under adjustment.
(b) Including branch lines worked.
(c) Revised figures.
(d) Excluding the Frontier and Peshawar railway reserve, but including the Mari-Attock, Lyallpur-Khanewal and London store balances.
(e) Up to the 30th September 1899.
(f) Including Rs. 1,09,965 for value of stores taken over from the late Rae Bareli-Benares railway in April 1899.
(g) Excluding Rs. 3,265 under adjustment.
(h) Including the stores transactions of the narrow gauge sections, the figures for which are not given separately.
(i) Difference of Rs. 14,511 due to adjustment.

STATEMENT No. 8—*concld.*

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1899 —concld.

Classification No.	RAILWAY.	Balance on the 31st December 1898.	Receipts during 1899.	Total.	Issues during 1899.	Balance on the 31st December 1899.	Balance per mile of single track, including sidings on the 31st December 1899.	Percentage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.	Value of surplus stores available for sale or transfer on the 31st December 1899.
	METRE GAUGE.									
	State lines worked by companies.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
XXXIX	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION . } COMPANY'S SECTION . }	6,14,924	21,69,478	27,84,402	19,66,322	8,18,080	657	1·04	0·29	5,419
XLI	RAJPUTANA-MALWA . . .	31,85,526	60,66,283	92,51,809	59,72,866	32,78,943	1,698	2·45	0·52	35,916
XLIII	SOUTHERN MAHRATTA (*a*) . .	21,57,122 (*b*)	19,78,295	41,35,417	23,10,727	18,24,690	1,037	1·44	0·63	1,07,497
XLVI	SOUTH INDIAN (*c*) . . .	23,28,955	25,77,853	49,06,808	25,48,523	23,58,285 (*d*)	2,029	3·12	0·72	1,90,000
XLVIII	ASSAM-BENGAL	17,73,823	32,43,168	51,16,991	22,40,413	28,76,578	5,851	5·32	4·71	...
XLIX	BURMA	15,69,271	13,20,904	28,90,175	13,42,218	15,47,957	1,338	1·78	0·52	17,655
	TOTAL .	1,16,29,621	1,74,55,981	2,90,85,602	1,63,81,069	1,27,04,533	...	...	...	3,56,487
	Assisted companies.									
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*a*).	2,90,038	2,68,808	5,58,846	3,60,910	1,97,936	617	1·70	0·34	...
LVIII	BENGAL DOOARS . . .	76,789 (*e*)	25,763	1,02,552	1,02,552 (*f*)	...	...	...	...	...
LIX	DIBRU-SADIYA . . .	1,73,005	71,345	2,44,350	77,560	1,66,790	1,908	2·24	0·71	4,489
	TOTAL .	5,39,832	3,65,916	9,05,748	5,41,022	3,64,726	...	...	...	4,489
	Lines owned and worked by native states.									
LXXII	JODHPUR-BIKANER . . .	1,25,191	3,27,066 (*g*)	4,52,257	3,59,651 (*g*)	92,606 (*h*)	189	0·91	0·16	...
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. (*a*)	2,58,474	7,56,890	10,15,364	6,72,450	3,42,914	697	1·53	0·55	49,558
	TOTAL .	3,83,665	10,83,956	14,67,621	10,32,101	4,35,520	...	...	...	49,558
	Foreign line.									
LXXIX	WEST OF INDIA PORTUGUESE .	1,90,087	(*i*)	1,90,087	(*i*)	1,88,910	3,000	1·16	1·62	(*i*)
	TOTAL .	1,90,087	...	1,90,087	...	1,88,910	...	...	...	...
	TOTAL METRE GAUGE . . .	1,89,05,853	3,16,49,058	3,09,13,514	1,79,54,192	1,36,93,689	...	...	...	4,10,534

(*a*) Including branch lines worked.
(*b*) Difference of Rs. 1,46,149 due to Birur-Shimoga railway having been taken over by the Southern Mahratta railway on the 1st December 1899.
(*c*) Including the Pondicherry railway, but excluding the Máyavaram-Mutupet railway.
(*d*) Excluding Rs. 16,76,899 on account of unopen section.
(*e*) Difference of Rs. 6,730 due to adjustment.
(*f*) Balance of stores transferred to extensions.
(*g*) Excluding Rs. 17,19,353 on account of unopen section.
(*h*) Excluding Rs. 25,03,942 on account of balance of unopen section.
(*i*) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

On page 65, a statement has been recorded, comparing the number of locomotives, coaching and goods stock on the principal Indian railways on the standard (5′ 6″) gauge with the principal English railways on the standard (4′ 8½″) gauge during 1898. A diagram illustrating the number per mile of locomotives, coaching and goods stock on the principal Indian and English railways is also inserted opposite the statement.

Locomotives and rolling-stock at end of 1899 and value thereof.

2. Statement No. 9 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1899 and statement No. 10 shows the value of the stock at the same period.

Rolling-stock adapted for military purposes.

3. Statement No. 11 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1899.

Automatic Vacuum brakes.

4. Statement No. 12 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1899.

On the East Indian railway, 63 engines and 155 vehicles were fitted with vacuum brake complete during the year, and 113 vehicles were fitted with pipes only; 28 of the latter were afterwards stripped of pipes and fitted with vacuum brake complete, thus reducing the number with pipes only to 85.

On the Bengal-Nágpur railway, 38 engines and 184 vehicles were completely fitted with the automatic vacuum brake during the year and 25 vehicles were piped only.

On the Indian Midland railway, 2 engines and 23 additional carriages were fitted with the automatic vacuum brake, and 1 vehicle was piped only during the year.

On the North Western State railway, 23 engines and 50 vehicles were fitted with the automatic vacuum brake during the year, and 15 vehicles were piped only.

On the Oudh and Rohilkhand State railway, 4 engines and 26 vehicles of all classes were fitted with the automatic vacuum brake during the year, and 3 vehicles were piped only.

The system of automatic vacume brake communication between carriages and engines has been introduced on the mail and passenger services, and 58 sets of the apparatus have been received.

On the Eastern Bengal State railway, 9 standard gauge engines and 82 vehicles were fitted with the vacuum brake, and 8 vehicles with train pipes during the year; train pipes were taken out of 30 vehicles during the year.

On the metre gauge, 13 engines and 21 vehicles were fitted with the vacuum brake during the year, and 16 vehicles with train pipes.

On the East Coast State railway, 4 engines and 36 vehicles were completely fitted with the automatic vacuum brake during the year, and 5 vehicles were piped. Fourteen vehicles transferred from the Bezwada-Madras railway have also been completely fitted with the automatic vacuum brake.

On the Great Indian Peninsula railway, 25 locomotives were fitted with the automatic vacuum brake during the year. Seven third class carriages, bogie, were fitted with the automatic vacuum brake taken from fourteen ordinary 4-wheeled third class carriages which were broken up. Thus there was a decrease of seven in total number of vehicles fitted.

On the Bombay, Baroda and Central India railway, 12 new engines received fitted with the automatic vacuum brake, were placed on rails and 5 more were fitted up from materials out of broken up engines, total 17; but as 9 of the engines, condemned and withdrawn from stock during the year, were so fitted, the net increase

during the year was only 8. Two vehicles were fitted with the vacuum brake and piping taken out of 1 vehicle.

On the Madras railway, 13 engines and 121 vehicles were fitted with the vacuum brake during the year, and piping taken out of 12 vehicles.

On the Nizam's Guaranteed State railway, 10 passenger carriages were fitted with the automatic vacuum brake during the year. In addition to these, nine private carriages were also similarly fitted.

On the South Indian railway, 10 bogie carriages were fitted with the automatic vacuum brake gear during the year, and the pipes of 10 vehicles have been removed as they were temporarily fitted.

On the Assam-Bengal railway, all the engines and vehicles erected are fitted with the automatic vacuum brake, 11 vehicles being fitted during the year. The brakes were not brought into use.

On the Burma railways, 24 engines and 117 vehicles were fitted with the automatic vacuum brake during the year, and 3 vehicles were piped only.

On the Dibru-Sadiya railway, screw brakes were fitted to the rolling-stock.

Couplings.

5. On the East Indian railway, with the exception of the stock noted on margin, which is fitted with a screw coupling at each end, the whole of the East Indian railway coaching and goods stock has one screw coupling only.

4 royal saloons.	
34 reserved carriag .	
4 first class	used as reserved.
2 composite class	
450 brake-vans.	
24 half and quarter post office vans.	
22 full post office vans.	
42 joint stock, East Indian and Great Indian Peninsula railways.	
Total 582 carriages.	

On the Bengal-Nágpur railway, the whole of the coaching and goods stock is fitted with couplings at both ends.

On the Eastern Bengal State railway, the whole of the coaching stock, and nearly all the goods vehicles are fitted with couplings at both ends.

On the East Coast State railway, the whole of the coaching and goods stock is fitted with couplings at both ends.

On the Great Indian Peninsula railway, the whole of the coaching stock is fitted with screw couplings at both ends. During the year, 320 screw couplings have been fitted to the goods stock at one end only, making a total at the end of the calendar year of 5,346 so fitted.

On the Bombay, Baroda and Central India railway, the whole of the coaching stock is fitted with screw couplings at each end. Most of the goods stock has been fitted with screw couplings at one end only, and 381 covered and 313 open wagons have screw couplings at both ends. The latter number was fitted during the year. The Engineers' ballast and the salt wagons have chain couplings only.

On the Southern Mahratta railway, Jones' system of buffers and couplings is now generally in use on the coaching stock, and goods vehicles are being fitted with Jones' buffers gradually.

On the South Indian railway, 16 sets for coaching and 207 sets for goods vehicles were fitted with Jones' flexible buffers during the year.

On the Assam-Bengal railway, the whole of the passenger and goods stock is fitted with screw couplings at both ends.

On the Dibru-Sadiya railway, centre buffer and hook couplings were fitted to the rolling-stock. The coaching vehicles were fitted with tight couplings.

Of the coaching stock on the Morvi railway, 16 more vehicles and 3 locomotives were fitted with White and Burke's patent screw couplings and buffers. New side chains were fitted to 2 new bogie iron wagons.

Lighting of railway carriages with gas on Pintsch's system.

6. On the East Indian railway, 63 vehicles were fitted with gas on Pintsch's system during the year, making a total of 973 vehicles so fitted up to the 31st December 1899. Under the present sanction, 254 vehicles remain to be fitted.

On the Bengal-Nágpur railway, 42 carriages have been fitted with gas fittings on Pintsch's system up to the 31st December 1899.

On the North Western State railway, 15 carriages were fitted during 1899 with gas lamps on Pintsch's system, making a total of 448 so fitted up to the 31st December 1899.

On the Oudh and Rohilkhand State railway, all the mail, passenger and mixed services are now running with gas lighted vehicles, 353 vehicles of all classes were adapted for gas up to the 31st December 1899.

On the Eastern Bengal State railway, 95 standard gauge carriages were fitted with gas lamps on Pintsch's system, making a total of 356 carriages so fitted up to the 31st December 1899, the number that remained to be fitted being 9 only.

On the Great Indian Peninsula railway, 7 third class bogie carriages were fitted with Pintsch's gas apparatus taken from 14 ordinary 4-wheeled third class carriages which were broken up. The total number of vehicles fitted with Pintsch's gas on the 31st December 1899 was 1,036.

On the Bombay, Baroda and Central India railway, the whole of the coaching stock, except horse-boxes, luggage vans and carriage trucks, and the goods brake-vans, have been fitted with Pintsch's gas-lighting apparatus. During the year, a few brake-vans were fitted up for burning gas in the side and tail lamps also, and from the results obtained it has been arranged to similarly fit up all the brake-vans.

On the Madras railway, during the year, 39 vehicles were fitted with gas lighting on Pintsch's system, making a total of 516 vehicles fitted up to the 31st December 1899. The work of so fitting the whole of the carriages of this line will be completed very shortly.

On the Southern Mahratta railway, 375 vehicle of the Southern Mahratta railway proper and 117 vehicles of the Mysore railway were fitted during the calendar year with gas lamps on Pintsch's system, making a total of 547 so fitted up to the 31st December 1899. Under the present sanction, 356 vehicles of the Southern Mahratta railway and 78 of the Mysore railway still remain to be fitted.

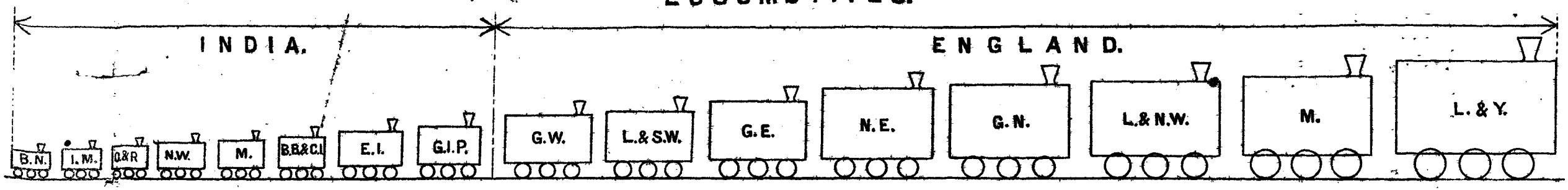
On the Assam-Bengal railway, all the carriages are fitted with Pintsch's system of gas lights and the necessary gas making plant has been erected at Láksám.

Retiring accommodation for females.

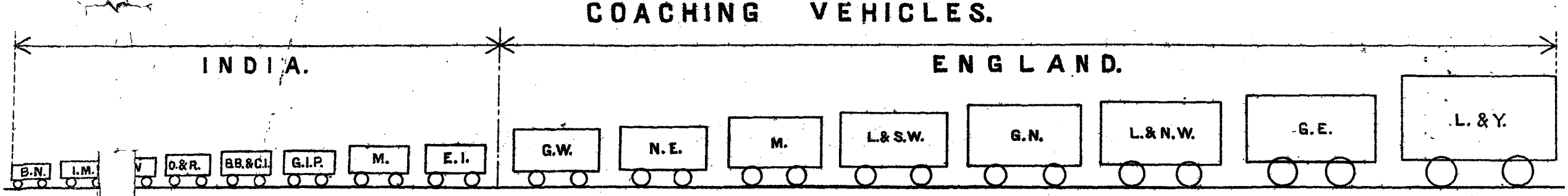
7. Statement No. 13 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in compliance with the requirements of section 64 of the Indian Railways Act IX, 1890.

DIAGRAM ILLUSTRATING THE NUMBER PER MILE OF LOCOMOTIVES, COACHING AND GOODS STOCK ON THE PRINCIPAL INDIAN & ENGLISH RAILWAYS.

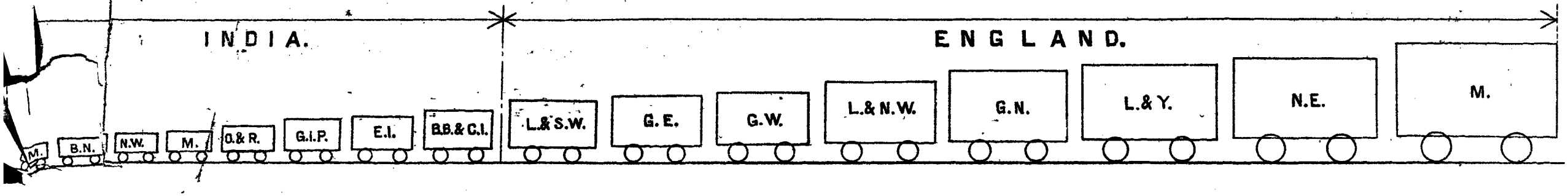
LOCOMOTIVES.



COACHING VEHICLES.



GOODS VEHICLES.



Statement comparing the number of locomotives, coaching and goods stock on the principal Indian railways on the standard (5′ 6″) gauge with the principal English railways on the standard (4′ 8″½) gauge during 1898.

Railways.	Length.	Locomotives.				Coaching vehicles.			Goods vehicle.		
		Total stock.	Per mile open.	Per 10,000 engine-miles.	Per 10,000 Train-miles.	Total stock.	Per mile open.	Per 10,000 coaching Train-miles.	Total steck.	Per mile open.	Per 100,000 Ton-miles.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Indian railways—											
East Indian, including branches worked.	1,897	643	0·34	0·39	0·46	1,228	0·65	2·32	10,518	5·55	0·61
Bengal-Nágpur . . .	1,067	118	0·11	0·55	0·60	253	0·24	3·24	3,413	3·20	2·31
Indian Midland, including branches worked.	970	125	0·13	0·58	0·66	326	0·34	3·95	2,059	2·12	1·55
North Western State, including branches worked.	3,400	640	0·19	0·53	0·60	1,411	0·41	3·36	10,999	3·23	1·14
Oudh and Rohilkhand State, including branches worked.	1,030	169	0·16	0·54	0·64	491	0·48	3·96	4,331	4·20	2·60
Great Indian Peninsula, including branches worked.	1,491	605	0·41	0·57	0·64	890	0·60	2·12	7,816	5·24	1·05
Bombay, Baroda and Central India, including branches worked.	686	174	0·25	0·54	0·63	409	0·60	3·34	4,153	6·06	1·27
Madras, including branches worked.	858	168	0·20	0·54	0·65	550	0·64	4·38	2,996	3·49	1·96

Railways.	Length.	Locomotives.		Coaching vehicles.		Goods vehicles.	
		Total stock.	Per mile open.	Total stock.	Per mile open.	Total stock.	Per mile open.
	Miles.	No.	No.	No.	No.	No.	No.
English railways—							
Great Eastern . .	1,110	993	0·89	3,394	3·06	21,641	19·50
Great Western . . .	2,599	1,885	0·73	4,264	1·64	51,357	19·76
London and North Western.	1,908	2,900	1·52	5,707	2 99	63,908	33·49
Midland . . .	1,461	2,360	1·65	3,201	2·24	117,730	82·27
North Eastern . .	1,630	1,994	1·22	2,710	1·66	92,426	56·70
Great Northern . .	819	1,151	1·41	2,388	2·92	34,802	42·49
London and South Western.	894	702	0·79	2,420	2·71	11,211	12·54
Lancashire and Yorkshire	556	1,330	2·39	3,563	6·41	26,617	47·86

STATEMENT

Number of locomotives and vehicles on the standard

Classification No.	Railway (including lines worked).	Locomotives.	VEHI					
			1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	Total passenger vehicles.
	STANDARD GAUGE.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.							
I	East Indian	738	77	88	73	857	173	1,268
II	Bengal Central	27	8	4	3	34	30	79
III	Bengal-Nágpur	139	8	15	8	193	41	265
IV	Indian Midland	132	35	22	...	220	50	327
V	Bhopal-Itársi (British section)	Worked by	the Indian	Midland railway		...	...	...
VI	Godhra-Rutlam-Nágdá	Worked by	the Bombay,	Baroda and	Central India railway		...	...
VII	Wardha Coal	Worked by	the Great	Indian Peninsula railway		...	...	...
VIII	Dhond-Manmád	Worked by	the Great	Indian Peninsula railway		...	...	...
IX	Bezwada extension (East Coast State)	Worked by	the Nizam's	Guaranteed	State railway		...	...
	Total	1,036	128	129	84	1,304	294	1,939
	State lines worked by the State.							
XI	North Western (b)	652	108	98	116	870	238	1,430
XII	Hyderabad-Shadipalli	Worked by	the North	Western State railway		...	...	...
XIII	Oudh and Rohilkhand	172	43	29	32	291	112	507
XIV	Eastern Bengal	113	13	12	35	161	109	330
XV	Calcutta Port Commissioners'	8	...	...	...	...	...	...
XVI	East Coast	77	19	23	...	242	39	323
	Total	1,022	183	162	183	1,564	498	2,590
	Lines worked by guaranteed companies.							
XVII	Great Indian Peninsula	605	90	157	...	548	88	883
XVIII	Bombay, Baroda and Central India	172	27	38	25	239	73	402
XIX	Madras	168	34	63	...	396	64	557
	Total	945	151	258	25	1,183	225	1,842
	Assisted companies.							
XX	Delhi-Umballa-Kalka	Worked by	the East	Indian	railway	...	...	...
XXI	Tarkessur	Worked by	the East	Indian	railway	...	...	...
XXII	South Behar (Luckeeserai-Gya)	Worked by	the East	Indian	railway	...	...	...
XXIII	Southern Punjab (Delhi-Samásata)	Worked by	the North	Western State railway		...	...	...
XXV	Tápti Valley	Worked by	the Bombay,	Baroda and	Central India railway		...	...
	Total	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.							
XXVI	Khámgaon	Worked by	the Great	Indian Peninsula railway			...	...
XXVII	Amráoti	Worked by	the Great	Indian Peninsula railway			...	...
XXVIII	Bína-Goona-Bárán	Worked by	the Indian	Midland railway		...	...	...
XXIX	Bhopal-Ujjain	Worked by	the Indian	Midland railway		...	...	...
XXX	Bhopal-Itársi (native state section)	Worked by	the Indian	Midland railway		...	...	...
XXXI	The Nizam's Guaranteed State	54	15	8	...	58	21	102
XXXII	Nágdá-Ujjain	Worked by	the Bombay,	Baroda and	Central India railway		...	...
XXXIII	The Gaekwar's Petlád	Worked by	the Bombay,	Baroda and	Central India railway		...	...
XXXIV	Kolar Gold-fields	Worked by	the Madras	railway		...	...	...
	Total	54	15	8	...	58	21	102
	Lines owned by native states and worked by state railway agency.							
XXXVI	Rájpura-Bhátinda	Worked by	the North	Western State railway		...	...	...
XXXVII	Jammu and Kashmir (native state section)	Worked by	the North	Western State railway		...	...	...
	Total	...	...	...	...	...	...	...
	Total standard gauge	3,057	477	557	292	4,109	1,038	6,473

No. 9.

and metre gauge railways on the 31st December 1899.

CLES.

Miscellaneous coaching vehicles (excluding brake-vans.)	Total coaching vehicles (excluding brake-vans.)	Total goods vehicles of all descriptions (excluding brake-vans and cranes.)	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.	Classification No.	Remarks.
No.	No.	No.	No.	No.	No.		
218	1,486	12,678	452	23	14,639	I	
31	110	488	10	1	609	II	
40	305	3,697	143	11	4,156	III	
45	372	2,186	(a) 122	9	2,689	IV	(a) Including 50 brake-vans with one third class compartment each.
...	...	...	...	...	...	V	
...	...	...	...	...	...	VI	
...	...	...	...	...	...	VII / VIII	
...	...	...	...	...	...	IX	
334	2,273	19,049	727	44	22,093		
328	1,758	11,301	555	50	13,664	XI	
...	...	...	...	...	...	XII	
106	613	4,374	153	17	5,157	XIII	
111	441	2,278	65	5	2,789	XIV	
...	...	372	...	...	372	XV	(b) Excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
23	346	1,701	(c) 85	7	2,139	XVI	
568	3,158	20,026	858	79	24,121		(c) Including 44 brake-vans with one or more third class compartments each.
246	1,129	7,816	(d) 650	47	9,642	XVII	(d) Including 90 brake-vans with 4 third class compartments each, and 25 with 3 compartments each.
38	440	4,271	100	4	4,815	XVIII	
103	660	2,990	177	7	3,834	XIX	
387	2,229	15,077	927	58	18,291		
...	...	...	...	...	...	XX / XXI / XXII	
...	...	...	...	...	...	XXIII	
...	...	...	...	...	...	XXV	
...	...	...	...	...	...		
...	...	...	...	...	...	XXVI / XXVII	
...	...	...	...	...	...	XXVIII / XXIX / XXX	
18	120	929	49	2	1,100	XXXI	
...	...	...	...	...	...	XXXII / XXXIII	
...	...	...	...	...	...	XXXIV	
18	120	929	49	2	1,100		
...	...	...	...	...	...	XXXVI / XXXVII	
...	...	...	...	...	...		
1,307	7,780	55,081	2,561	183	65,605		

STATEMENT

Number of locomotives and vehicles on the standard and

Classification No.	Railway (including lines worked).	Locomotives.	VEHI 1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	Total passenger vehicles.
	METRE GAUGE.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.							
XXXIX	Bengal and North-Western—							
	Tirhoot section	155	50	20	...	423	86	579
	Company's section							
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	Worked by the Rohilkund and Kumaon railway				(Company's section)		...
XLI	Rajputana-Malwa	424	123	99	50	823	118	1,213
XLII	Pálanpur-Deesa	Worked by the Rajputana-Malwa railway				...	...	...
XLIII	Southern Mahratta	(*a*) 219	19	41	...	500	94	654
XLIV	Guntakal-Mysore Frontier	Worked by the Southern Mahratta railway				...	...	...
XLV	Mysore section (Southern Mahratta)							
XLVI	South Indian	208	19	44	...	611	106	780
XLVII	Máyavaram-Mútupet	Worked by the South Indian railway			...	...	...	...
XLVIII	Assam-Bengal	53	1	...	...	75	26	102
XLIX	Burma	170	34	48	14	372	69	537
	Total	1,229	246	252	64	2,804	499	3,865
	State lines worked by the State.							
L	North Western (*e*)	4	...	...	...	12	...	12
	Eastern Bengal—							
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	89	12	10	32	209	63	326
	Dacca section	15	3	4	2	45	17	71
	Total	108	15	14	34	266	80	409
	Assisted companies.							
LIII	Deoghur	3	...	...	...	8	2	10
LIV	Brahmaputra-Sultanpur	Worked by the Eastern Bengal State railway				...	...	...
LV	Mymensingh-Jamálpur-Jagannathganj							
LVI	Rohilkund and Kumaon (Company's section)	27	14	3	3	110	24	154
LVII	Segowlie-Raxaul	Worked by the Bengal and North-Western railway				...	...	...
LVIII	Bengal Dooars	4	...	...	...	13	6	19
LIX	Dibru-Sadiya	18	...	...	...	35	8	43
LX	Ledo and Tikak-Margherita colliery	4	...	...	...	...	...	...
LXI	Ahmedabad-Parántij	Worked by the Rajputana-Malwa railway				...	...	...
LXII	Nílgiri	4	2	...	...	4	2	8
	Total	60	16	3	3	170	42	234
	Lines owned by native states and worked by companies.							
LXIII	The Gaekwar's Mehsána	Worked by the Rajputana-Malwa railway				...	...	...
LXIV	Hyderabad-Gódávari Valley	15	2	2	...	18	3	25
LXV	Kolhápur							
LXVI	Yesvantpur-Mysore frontier	Worked by the Southern Mahratta railway				...	...	...
LXVII	Mysore-Nanjangúd							
LXVIII	Birur-Shimoga							
	Total	15	2	2	...	18	3	25
	Lines owned and worked by native states.							
LXXII	Jodhpur-Bikaner—							
	Jodhpur section	17	8	4	...	51	11	74
	Bikaner section							
LXXIII	Udaipur-Chitor	2	1	...	2	15	3	21
LXXIV	Bhávnagar-Gondal-Junágad Porbandar	37	24	11	9	139	20	203
LXXV	Jetalsar-Rájkot	Worked by the Bhávnagar-Gondal Junágad-Porbandar railway						...
LXXVI	Jámnagar							
LXXVII	Dhrángadrá							
	Total	56	33	15	11	205	34	298
	Foreign lines.							
LXXIX	West of India Portuguese	12	2	2	...	16	3	23
LXXX	Pondicherry	Worked by the South Indian railway			...	...	...	...
LXXXI	Káraikkal-Peralam							
	Total	12	2	2	...	16	3	23
	Total metre gauge (*g*)	1,480	314	288	112	3,479	661	4,854

No. 9—*concld.*

metre gauge railways on the 31st December 1899—concld.

CLES.							
Miscellaneous coaching vehicles (excluding brake-vans).	Total coaching vehicles (excluding brake-vans).	Total goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.	Classification No.	REMARKS.
No.	No.	No.	No.	No.	No.		
36	615	4,518	125	20	5,278	XXXIX	
...	...	...	...	...	...	XL	
168	1,381	6,961	312	29	8,683	XLI	
...	...	...	...	...	...	XLII	
96	750	4,669	(*b*) 193	20	5,632	XLIII	(*a*) Excluding tender of a condemned engine.
...	...	...	...	...	...	XLIV XLV	(*b*) Including 155 brake-vans with one third class compartment each.
60	840	3,234	(*c*) 141	3	4,278	XLVI	(*c*) Including 8 brake-vans with one third class compartment each.
...	...	...	...	...	...	XLVII	
32	134	1,148	38	13	1,333	XLVIII	
109	646	3,584	(*d*) 140	21	4,391	XLIX	(*d*) Including 5 brake-vans with one third class compartment each.
501	4,366	24,174	949	106	29,595		
...	12	...	...	...	12	L	
63	389	2,446	54	8	2,897		(*e*) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
13	84	360	9	3	456		
76	485	2,806	63	11	3,365		
...	10	8	2	...	20	LIII	
...	...	...	...	...	...	LIV LV	
18	172	765	30	6	973	LVI	
...	...	...	...	...	...	LVII	
2	21	(*f*) 106	5	1	133	LVIII	(*f*) Including one dummy truck.
9	52	800	26	1	879	LIX	
...	...	4	1	1	6	LX	
...	...	...	...	...	...	LXI	
...	8	16	4	...	28	LXII	
29	263	1,699	68	9	2,039		
...	...	...	...	...	...	LXIII	
4	29	202	10	1	242	LXIV	
...	...	...	...	...	...	LXV LXVI LXVII LXVIII	
4	29	202	10	1	242		
6	80	250	14	...	344	LXXII	
1	22	35	3	...	60	LXXIII	
11	214	993	41	2	1,250	LXXIV	
...	...	...	...	...	...	LXXV LXXVI LXXVII	
18	316	1,278	58	2	1,654		
1	24	146	13	1	184	LXXIX	
...	...	...	...	...	...	LXXX LXXXI	
1	24	146	13	1	184		(*g*) Excluding the Cawnpore-Barhwa (metre gauge link) for which no separate rolling-stock has been provided.
629	5,483	30,305	1,161	130	37,079		

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES. I East Indian railway system.	II Bengal Central.	III Bengal-Nágpur.	IV Indian Midland railway system.
	STANDARD GAUGE.					
1	Mileage open on the 31st December	Miles	1,973·90	125·01	1,191·81	1,112·12
2	Mileage of single track, including sidings	Miles	2,985·68	147·04	1,330·62	1,242·52
3	Total train-mileage	Train-miles	14,810,402	410,175	2,328,305	2,280,356
4	Gross ton-mileage	Ton-miles	5,517,634,499	95,654,172	899,351,709	753,311,367
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	42,88,97,324	1,23,31,929	14,73,52,392	12,47,82,195
6	Gross earnings, excluding steam-boat	Rs.	6,52,74,399	11,39,688	90,73,459	79,83,761
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings	Rs.	637	158	152	139
8	Value* of engine stock	Rs.	2,63,59,759	8,96,691	50,24,287	43,98,213
9	Per mile of line open (8 ÷ 1)	Rs.	13,354	7,173	4,216	3,955
10	Per train-mile (8 ÷ 3)	Rs.	1·8	2·2	2·2	1·9
11	Per 1,000 gross ton-miles (8 × 1,000 ÷ 4)	Rs.	4·8	9·4	5·6	5·8
12	Value* of coaching and goods stock	Rs.	3,59,28,681	19,22,007	1,19,22,064	94,09,046
13	Per mile of line open (12 ÷ 1)	Rs	18,202	15,375	10,003	8,460
14	Per train-mile (12 ÷ 3)	Rs.	2·4	4·7	5·1	4·1
15	Per 1,000 gross ton-miles (12 × 1,000 ÷ 4)	Rs.	6·5	20·1	13·3	12·5
16	Total value* of rolling-stock	Rs.	6,22,88,440	28,18,698	1,69,46,351	1,38,07,259
17	Per mile of line open (16 ÷ 1)	Rs.	31,556	22,548	14,219	12,415
18	Per train-mile (16 ÷ 3)	Rs.	4·2	6·9	7·3	6·0
19	Per 1,000 gross ton-miles (16 × 1,000 ÷ 4) . . .	Rs.	11·3	29·5	18·9	18·3
20	Per cent. of value of locomotives on total capital outlay on rolling-stock (8 × 100 ÷ 16)	Per cent.	42·3	31·8	29·6	31·9
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12 × 100 ÷ 16)	Per cent.	57·7	68·2	70·4	68·1

* Represents total cost charged

(*a*) Including 5·63 miles of military line not used for public traffic.
(*b*) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
(*c*) Value of engine and carriage and wagon stock not recorded separately.

No. 10.

metre gauge railways on the 31st December 1899.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
XI	XIII	XIV	XV	XVI	XVII	XVIII	XIX	XXXI	
North Western railway system.	Oudh and Rohilkhand.	Eastern Bengal.	Calcutta Port Commissioners'.	East Coast.	Great Indian Peninsula railway system.	Bombay, Baroda and Central India railway system.	Madras railway system.	The Nizam's Guaranteed State railway system.	Progressive No.
(a) 3,550·40	950·76	267·79	8·53	(f) 804·37	1,491·31	789·06	853·39	350·71	1
4,461·99	1,087·86	510·89	23·09	(g) 919·74	2,237·38	1,074·44	1,043·33	392·62	2
10,264,192	3,065,911	2,007,378	(d)	1,492,919	9,453,932	3,148,498	2,695,854	953,465	3
3,530,952,910	937,989,375	646,822,068	(d)	462,355,458	2,928,925,887	1,208,750,365	771,905,853	378,055,157	4
51,78,92,583	11,37,27,622	6,62,95,903	71,96,940	8,00,63,214	29,40,93,733	14,18,79,059	12,09,67,750	4,23,95,647	5
3,75,08,544	1,02,97,755	90,26,042	4,46,546	42,67,913	3,58,09,430	1,91,89,677	1,07,72,971	44,22,373	6
205	208	649	1,007	104	462	513	242	240	7
2,23,44,245	45,66,927	(c)	1,48,365	30,98,602	1,88,78,350	65,22,277	55,31,631	21,51,072	8
6,293	4,803	...	17,393	3,852	12,659	8,266	6,482	6,133	9
2·2	1·5	...	...	2·1	2·0	2·1	2·1	2·2	10
6·3	4·9	...	...	6·7	6·4	5·4	7·2	5·7	11
4,22,04,230	1,24,02,972	(c)	(e) 5,65,610	67,09,028	2,05,53,520	1,20,71,711	1,04,83,675	25,34,619	12
11,887	13,045	...	66,308	8,341	13,782	15,299	12,285	7,227	13
4·1	4·0	...	...	4·5	2·2	3·8	3·9	2·7	14
11·9	13·2	...	...	14·5	7·0	10·0	13·6	6·7	15
(b) 6,45,48,475	1,69,69,899	1,16,08,936	7,13,975	98,07,630	3,94,31,870	1,85,93,988	1,60,15,306	46,35,691	16
18,180	17,848	43,348	83,701	12,193	26,441	23,565	18,767	13,360	17
6·3	5 5	5·8	...	6·6	4·2	5·9	6·0	4·9	18
18·2	18·1	17·9	...	21·2	13·4	15·4	20·8	12·4	19
34·6	26 9	...	20 8	31·6	47·9	35·1	34·5	45·9	20
65·4	73·1	...	79·2	68·4	52·1	64·9	65·5	54·1	21

to final heads of account.

(*d*) Information not available.

(*e*) Including Rs. 64,943 for converting 100 ballast wagons into covered goods wagons.

(*f*) Including 2·66 miles (laid on the mixed gauge) worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge) worked over only by the Southern Mahratta railway.

(*g*) Excluding 1·93 miles of single track laid on the metre gauge.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES.					
			XXXIX	XLI	XLIII	XLVI	XLVIII	XLIX
			Bengal and North-Western railway system. †	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South-Indian railway system.	Assam-Bengal.	Burma.
	METRE GAUGE.							
1	Mileage open on the 31st December	Miles	1,084·80	(b) 1,836·97	1,592·26	1,106·77	(e) 434·66	993·34
2	Mileage of single track, including sidings	Miles	1,244·25	(c) 2,110·19	1,760·42	1,238·35	491·67	1,156·56
3	Total train-mileage	Train-miles	2,824,837	6,544,950	2,887,745	3,396,161	611,231	2,945,796
4	Gross ton-mileage	Ton-miles	536,214,095	1,527,157,289	553,802,044	537,535,187	155,310,700	573,732,637
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	(a) 7,37,23,023	13,60,85,393	12,51,15,888	7,65,75,078	5,09,62,000	8,47,89,912
6	Gross earnings, excluding steam-boat	Rs.	71,88,315	2,54,61,768	75,87,470	87,89,513	16,19,495	87,98,770
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings	Rs.	132	266	94	154	75	179
8	Value* of engine stock	Rs.	30,00,210	75,79,229	(d) 45,11,044	44,23,989	9,05,385	38,36,259
9	Per mile of line open (8÷1)	Rs.	2,766	4,126	2,833	3,997	2,083	3,862
10	Per train-mile (8÷3)	Rs.	1·1	1·2	1·6	1·3	1·5	1·3
11	Per 1,000 gross ton-miles (8×1,000÷4)	Rs.	5·6	5·0	8·1	8·2	5 8	6·7
12	Value* of coaching and goods-stock	Rs.	79,33,498	1,40,01,256	91,86,356	81,96,909	21,22,830	79,32,700
13	Per mile of line open (12÷1)	Rs.	7,313	7,622	5,770	7,406	4,884	7,986
14	Per train-mile (12÷3)	Rs.	2·8	2·1	3·2	2·4	3·5	2·7
15	Per 1,000 gross ton-miles (12×1,000÷4)	Rs.	14·8	9·2	16·6	15·3	13·7	13·8
16	Total value* of rolling-stock	Rs.	1,09,33,708	2,15,80,485	1,36,97,400	1,26,20,898	30,28,215	(f) 1,17,57,995
17	Per mile of line open (16÷1)	Rs.	10,079	11,748	8,603	11,403	6,967	11,837
18	Per train-mile (16÷3)	Rs.	3·9	3·3	4·8	3·7	5·0	4·0
19	Per 1,000 gross ton-miles (16×1,000÷4)	Rs.	20·4	14·2	24·7	23·5	19·5	20·5
20	Per cent. of value of locomotives on capital outlay on rolling-stock (8×100÷16)	Per cent.	27·4	35·1	32·9	35·0	29·9	32·6
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12×100÷16)	Per cent.	72·6	64·9	67·1	64·9	70·1	67·4

* Represents total cost charged
† Excluding the Segowlie-Raxaul

(a) Including Rs. 10,90,014 on account of interest on capital during construction.
(b) Including 26·28 miles (laid on the mixed gauge) worked by the Rajputana-Malwa railway and also worked over by the North Western railway.
(c) Excluding 5·17 miles of standard gauge track.
(d) Decrease due to certain credits.
(e) Including the Jamuna Mukh-Lumding section, 35·70 miles, temporarily closed from the 2nd October 1899.
(f) Excluding Rs. 10,964 on account of receipts on capital account.

No. 10—*concld.*

metre gauge railways on the 31st December 1899.—concld.

STATE LINE WORKED BY THE STATE.		ASSISTED COMPANIES.					LINES OWNED AND WORKED BY NATIVE STATES.			FOREIGN LINE.	
L Eastern Bengal.		LIII	LVI	LVIII	LIX	LX	LXXII	LXXIII	LXXIV	LXXIX	
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) and Brahmaputra-Sultanpur.	Dacca section, including the Mymensingh-Jamálpur-Jagannathganj.	Deoghur.	Rohilkund and Kumaon railway system.	Bengal Decars.	Dibru-Sadiya.	Ledo and Tikak-Margherita colliery.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhávnagar-Gondal-Junágad-Porbandar railway system.	West of India Portuguese.	Progressive number.
502·97	139·29	4·79	285·09	36·40	77·50	7·50	475·50	67·30	(j) 455·18	51·11	1
588·10	158·03	5·41	321·05	43·63	87·43	8·00	489·10	70·40	505·86	62·96	2
1,702,853	280,541	14,556	580,061	39,175	236,200	16,920	574,135	51,127	614,619	116,497	3
312,236,211	35,728,160	(g)	97,915,308	(g)	(g)	(g)	114,502,275	10,114,113	103,109,592	20,734,628	4
4,21,50,784	37,55,241	2,36,180	1,14,32,272	24,72,503	72,35,349	12,83,416	1,01,62,947	19,34,912	2,20,36,710	1,35,77,163	5
54,63,535	6,51,414	33,262	17,37,783	2,60,046	8,59,414	63,084	20,83,636	2,10,540	22,42,609	(k) 4,15,082	6
211	104	134	119	137	213	162	89	62	95	157	7
17,36,226	3,60,358	34,000	5,63,250	1,00,279	(h)	(h)	(i) 3,72,920	59,442	7,56,356	4,01,528	8
3,452	2,587	7,098	1,976	2,755	...	...	784	883	1,661	7,856	9
1·0	1·4	2·3	1 0	2·6	...	...	0·6	1·2	1·2	3·4	10
5·6	10·1	(g)	5·8	(g)	...	...	3·3	5·9	7·3	19·4	11
53,89,206	8,02,267	49,236	16,61,901	2,84,668	(h)	(h)	7,03,395	1,70,985	19,56,275	3,45,639	12
10,715	5,760	10,278	5,829	7,821	...	...	1,479	2,541	4,298	6,763	13
3·2	2·8	3·4	2·9	7·3	...	...	1·2	3·3	3·2	3·0	14
17·2	22·4	(g)	17·0	(g)	...	...	6·1	16·9	19·0	16·7	15
71,25,432	11,62,625	83,236	22,25,151	3,84,947	15,54,011	80,396	(i) 10,76,315	2,30,427	27,12,631	7,47,167	16
14,167	8,347	17,376	7,805	10,576	20,052	10,719	2,263	3,424	5,959	14,619	17
4·2	4·2	5·7	3·9	9·9	6·6	4·8	1·8	4·5	4·4	6·4	18
22·8	32·5	(g)	22·8	(g)	(g)	(g)	9·4	22·8	26·3	36·1	19
24·4	31·0	40·8	25·3	26·1	...	...	34·6	25·8	27·9	53·7	20
75·6	69·0	59·2	74·7	73·9	...	...	65 4	74·2	72·1	46·3	21

to final heads of account.
railway.

(g) Information not available.
(h) Value of engine and carriage and wagon stock not recorded separately.
(i) Difference due to the figure shown in the previous year having included outlay chargeable to construction.
(j) Including 8·86 miles of dock estate and quarry lines constructed and maintained by the states themselves.
(k) Excluding Rs. 1,57,393 on account of harbour earnings.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.						NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†			
		Second.	Intermediate.	Third	Composites.	Total.	Percentage on entire stock *	Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock. *
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN	...	...	52	...	52	4·36	75	...	...	...	75	875	2,911	30,288	49·48
II	BENGAL CENTRAL	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...
III	BENGAL-NÁGPUR	...	...	23	...	23	8·95	10	...	...	...	10	...	1,191	9,528	47·47
IV	INDIAN MIDLAND	...	...	22	...	22	6·42	5	...	10	...	15	...	750	6,000	57·38
	State lines worked by the State.															
XI	NORTH WESTERN (*f*)	...	...	450	(*c*) 4	454	34·14	120	...	18	...	138	75	(*g*) 4,207	35,904	54·24
XIII	OUDH AND ROHILKHAND	...	...	110	...	110	23·70	39	...	...	...	39	227	878	8,840	28·79
XIV	EASTERN BENGAL	...	16	...	...	16	4·64	9	...	4	...	13	...	666	5,328	38·92
XVI	EAST COAST	...	...	19	...	19	6·17	8	...	...	...	8	...	552	4,416	48·00
	Lines worked by guaranteed companies.															
XVII	GREAT INDIAN PENINSULA	...	...	29	...	29	3·76	...	...	93	...	93	1,793	...	14,344	40·48
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	...	...	15	...	15	4·00	18	...	...	...	18	1,321	...	10,568	60·23
XIX	MADRAS	...	...	28	...	28	5·35	2	...	44	...	46	1,069	395	11,712	98·85
	Line owned by native state and worked by company.															
XXXI	THE NIZAM'S GUARANTEED STATE	...	...	...	...	...	...	7	...	3	...	10	64	60	992	72·51

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1899.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(*a*) Of these 1 is a bogie first, second and intermediate; 1 a bogie intermediate and third; 36 intermediate and third; and 76 third and postal and third and brake-van composite carriages.
(*b*) Capable of carrying 8 horses or 10 ponies each.
(*c*) These are third and intermediate class composite carriages.
(*d*) Of these 4 are first and second and 13 third and brake-van composite carriages.
(*e*) Of these 23 are first and second; and 4 first and third class composite carriages; the second and third class compartments are only fitted with racks.
(*f*) The carriages on this line are fitted with both hooks and racks.
(*g*) Of these 412 are bogies, capable of carrying 12 horses each.
(*h*) Of these 140 are bogies.
(*i*) Of these 17 are first and second; 8 first, second and third; 53 third and intermediate; 19 intermediate and postal; and 25 third and postal composite carriages.

No. 11.

adapted for military purposes, as existing on the 31st December 1899.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡	Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.											
					Number fitted with								Percentage of number fitted on the total stock of each class.*			
					Hooks.				*Racks.*							
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	Percentage on entire stock.	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.
			Tons.													
...	...	3,481	44,554	87·61	...	59	781	(a) 114	...	...	...	...	...	80·82	99·49	46·53
(b) 310	8	...	17	11·42	...	...	1	(c) 1	4	3	16	(d) 17	100·00	100·00	50·00	60·00
...	500	115	9,464	54·14	...	...	...	...	15	8	161	(e) 27	100·00	100·00	83·42	65·85
...	...	207	2,752	24·15	...	...	...	...	22	...	178	...	100·00	...	80·91	...
...	148	(h) 1,766	25,062	59·83	...	...	...	...	25	34	804	(i) 122	25·51	29·31	92·63	51·26
...	...	138	1,480	33·74	...	...	...	...	...	32	291	(j) 64	...	100·00	100·00	57·14
(k) 394	...	151	2,102	62·92	...	6	2	...	12	19	154	(l) 80	100·00	71·43	82·53	73·39
(b) 3	158	386	8,685	100·00	...	...	...	...	...	...	182	(m) 7	...	...	75·21	17·95
(n) 371	497	...	7,952	15·84	...	...	...	...	65	...	322	...	41·40	...	58·76	...
...	431	(o) 571	12,538	50·86	...	...	...	...	6	25	106	(p) 16	15·79	100·00	39·40	37·21
...	...	132	792	12·09	63	...	336	...	...	...	...	...	100·00	...	84·84	...
...	635	...	8,744	84·33	...	...	...	...	...	...	...	...	...	...	...	...

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.

§ Excluding wagons with doors *less* than 5′ 9″ wide, and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(*j*) Of these 4 are first, second, intermediate and third; 29 are intermediate and third; 3 intermediate and postal; and 28 third and postal composite carriages.

(*k*) Capable of carrying 8 horses each

(*l*) Of these 15 are first and second; 37 intermediate and third; 8 intermediate and brake-vans; 6 intermediate and postal; 1 intermediate, third and postal; 10 third and brake-vans; and 3 third and postal composite carriages.

(*m*) These are third and postal composite carriages.

(*n*) Capable of carrying 6 horses or 8 ponies each.

(*o*) Of these 20 are bogies.

(*p*) Of these 14 are first and second and 2 intermediate and postal composite carriages Racks are only fitted in the second class compartments of the first and second class composite carriages.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.						NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†			
		Second.	Intermediate.	Third	Composites.	Total.	Percentage on entire stock. *	Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock. *
	METRE GAUGE.															
	State lines worked by companies.															
XXXIX	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION .	...	...	...	...	...	...	...	30	...	...	30	57	651	4,134	19·37
	COMPANY'S SECTION .															
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . .	...	...	...	...	...	...	...	3	...	...	3	3	...	12	0·59
XLI	RAJPUTANA-MALWA .	...	...	(b) 26	...	26	2·50	...	82	...	...	82	425	...	(c)	9·71
XLIII	SOUTHERN MAHRATTA .	...	...	3	...	3	0·47	...	36	...	...	36	...	100	400	3·19
XLVI	SOUTH INDIAN . .	...	...	15	...	15	1·95	...	10	...	20	30	17	250	1,602	14·10
XLVIII	ASSAM-BENGAL . .	...	...	...	...	...	...	...	6	...	...	6	360	...	1,440	69·90
XLIX	BURMA	...	...	59	...	59	18·21	...	36	...	...	36	(m) 95	50	580	6·68
	State line worked by the State.															
L	EASTERN BENGAL—															
	NORTHERN AND BEHAR SECTIONS . . .	...	...	...	...	...	...	...	8	...	...	8	...	504	2,016	24·34
	KAUNIA-DHARLLA, 2′ 6″ GAUGE, BRANCH .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	DACCA SECTION . .	...	...	...	...	...	...	...	2	...	...	2	...	100	400	34·48
	Assisted companies.															
LVI	ROHILKUND AND KUMAON (Company's section) .	...	...	...	...	...	...	...	2	...	...	2	...	...	...	...
LVIII	BENGAL DOOARS . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIX	DIBRU-SADIYA . .	...	...	...	...	...	...	...	2	...	1	3	...	...	...	...
	Lines owned and worked by native states.															
LXXII	JODHPUR-BIKANER—															
	JODHPUR SECTION .	...	...	...	...	...	...	...	4	...	1	5	...	...	...	...
	BIKANER SECTION .															
LXXIII	UDAIPUR-CHITOR . .	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...
LXXIV	BHÂVNAGAR-GONDAL-JUNÂGAD-PORBANDAR	...	...	...	...	...	...	...	(w) 11	...	...	11	...	...	...	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1899.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) These are intermediate and third class composite carriages.
(b) Of these 21 are bogie carriages.
(c) Two hundred and ninty-one wagons are capable of carrying 6 horses or 10 ponies each and the remainder 9 ponies each.
(d) Capable of carrying 6 horses or 10 ponies each.
(e) Of these 114 are bogie carriages.
(f) Of these 3 are first and second, 2 of which are bogie carriages; 7 intermediate and third and 24 third and postal composite carriages.
(g) Includes 72 bogies.
(h) Of these 38 are first and second; 2 third and postal; and 17 third and brake-van composite carriages.
(i) Of these 9 are first and third; 10 third and postal, of which 8 are bogies; 28 third class and brake-vans, of which 20 are bogies; and 24 bogie composite carriages.
(j) Capable of carrying 4 horses each.
(k) These are bogie carriages.

No. 11—*concld.*

adapted for military purposes, as existing on the 31st December 1899—concld.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡	Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.											
					Number fitted with								Percentage of number fitted on the total stock of each class.*			
					Hooks.				*Racks.*							
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	Percentage on entire stock.	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.
			Tons.													
											423	(a) 42	...	...	100·00	100·00
...	...	53	504	9·31	...	...	...	...	...	...						
										1	75	(a) 9	...	100·00	100·00	42·86
...	...	...	...	...	...	...	...	...	...		(e) 299	(f) 34	2·92	16·00	36·11	30·01
(d) 231	...	1,944	21,496	79·57	...	...	...	...	2	8	(g) 283	(h) 57	87·80	...	56·60	24·57
...	111	487	3,728	43·77	...	...	...	...	36	...	452	(i) 71	...	...	73·98	62·28
1,627	...	...	...	...	...	...	...	...	...	...	75	(l) 15	...	...	100·00	57·69
(j) 155	...	(k) 60	1,020	12·63	...	...	...	...	...	...	322	(n) 28	35·42	100·00	86·56	59·57
315	...	286	1,956	40·57	...	...	...	...	17	14						
										26	182	(p) 51	100·00	92·86	98·38	86·44
(o) 588	...	66	391	26·83	...	...	...	...	10							
										4	17	...	...	100·00	70·83	...
...	...	...	...	...	...	...	...	...	...		15	(r) 8	100·00	50·00	100·00	88·23
(j) 121	...	2	12	16·67	...	1	30	(q) 7	4	...						
										2	14	(a) 1	...	100·00	100·00	33·33
...	...	...	...	...	...	...	...	...	...							
								(s) 3	...	...	12	(t) 3	...	...	85·71	100·00
...	...	...	...	...	...	...	...									
(u) 133	294	70	2,361	58·79	...	...	...	...	...	...	8	...	...	...	22·86	...
...	...	70	463	100·00	...	...	...	...	...	...	...	...	...	...	...	...
...	...	10	63	100·00	...	...	...	(v) 3	...	...	...	...	...	...	...	75·00
(x) 145	...	...	...	...	...	...	6	...	...	...	...	...	...	...	4·32	...

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.

§ Excluding wagons with doors *less* than 5′ 9″ wide, and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(l) Of these 8 are first, second and third and 7 third and postal composite carriages.

(m) Of these 75 are bogies.

(n) Of these 23 are first and second, 11 of which are bogie carriages; 2 second, intermediate and third; and 3 second and third class composite carriages.

(o) Three hundred and four of these wagons are capable of carrying 4 horses each and the remainder 4 ponies each.

(p) Of these 35 are first and second and 16 intermediate and third class composite carriages.

(q) Of these 5 are intermediate and third and 2 third an postal composite carriages.

(r) Of these 6 are first and second and 2 intermediate and third class composite carriages.

(s) These are first and second class composite carriages. The second class compartments only are fitted with racks.

(t) Of these 1 is an intermediate and third; 1 an intermediate and postal; and 1 a third and postal composite carriage.

(u) Capable of carrying 2 horses each.

(v) These are first and second class composite carriages and are fitted with both hooks and racks.

(w) Six of these are cattle trucks.

(x) Capable of carrying 4 horses or six ponies each.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1899.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.		Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	STANDARD GAUGE.										
	State lines worked by companies.										
I	EAST INDIAN (a) . . .	157	581	1,247	85	13,284	2,413,113	21·27	9·11	16 29	(a) Excluding 19 locomotives and 439 vehicles in use on lines under construction.
II	BENGAL CENTRAL . .	5	22	...	1	607	...	18·52	...	...	
III	BENGAL-NÁGPUR . .	39	109	294	34	3,817	257,479	28·06	7·91	11·06	
IV	INDIAN MIDLAND . .	68	64	135	24	2,521	412,031	51·51	5·94	18·07	
	State lines worked by the State.										
XI	NORTH WESTERN . .	470	182	2,068	208	11,338	2,330,988	72·09	16·72	22·61	
XIII	OUDH AND ROHILKHAND .	47	125	379	33	4,728	729,083	27·33	8·01	23·78	
XIV	EASTERN BENGAL . .	60	53	338	77	2,369	849,632	53·10	14·90	42·32	
XV	CALCUTTA PORT COMMISSIONERS' . . .	...	8	...	...	372	...	...	...	...	
XVI	EAST COAST . . .	16	(b) 58	55	5	2,072	(c)	21·62	2·80	...	(b) Excluding 3 contractors' small tank engines useless for train service.
	Lines worked by guaranteed companies.										(c) Brakes not brought into use.
XVII	GREAT INDIAN PENINSULA .	221	384	1,309	...	8,286	3,899,425	36·53	13·64	41·25	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA . . .	109	63	439	59	4,313	1,197,099	63·37	10·35	38·02	
XIX	MADRAS	54	114	459	14	3,354	673,326	32·14	12·36	24·98	
	Line owned by native state and worked by company.										
XXXI	THE NIZAM'S GUARANTEED STATE . . .	...	54	30	...	1,068	...	...	2·73	...	
	TOTAL STANDARD GAUGE .	1,246	1,808	6,753	540	58,129	12,762,176	40·80	11·15	24·12	

* Excluding cranes.

STATEMENT No. 12—*concld.*

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1899*—concld.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		Vehicles.†			Number of miles run by trains fitted or partially fitted.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.		Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN	...	155	...	...	5,258	...	...	...	...	
XLI	RAJPUTANA-MALWA	...	424	...	...	8,654	...	...	...	...	
XLIII	SOUTHERN MAHRATTA	...	(a) 218	...	...	(b) 5,612	...	...	...	...	(a) Including 3 locomotives fitted with Westinghouse brake and pipe and excluding the tender of a condemned engine.
XLVI	SOUTH INDIAN	25	183	132	27	4,116	645,640	12·02	3·72	19·01	(b) Including 18 vehicles fitted with Westinghouse brake and 1 with pipe.
XLVIII	ASSAM-BENGAL	44	9	163	...	1,157	(c)	83·02	12·35	...	(c) Brakes not brought into use.
XLIX	BURMA	29	141	137	3	4,230	47,970	17·06	3·20	1·63	
	State lines worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	23	66	184	41	2,664	233,966	25·84	7·79	13·74	
	DACCA SECTION	3	12	...	...	453	...	20·00	...	...	
	Assisted companies.										
LIII	DEOGHUR	...	3	...	...	20	...	...	...	...	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	27	...	...	967	...	...	...	...	
LVIII	BENGAL DOOARS	...	4	...	...	132	...	...	...	...	
LIX	DIBRU-SADIYA	...	22	...	...	883	...	...	...	...	
LXII	NÍLGIRI	4	...	28	...	...	25,577	100·00	100·00	100·00	
LXIV	HYDERABAD-GÓDÁVARI VALLEY	...	15	...	...	241	...	...	...	...	
	Lines owned and worked by native states.										
LXXII	JODHPUR-BIKANER	...	17	...	...	344	...	...	...	...	
LXXIII	UDAIPUR-CHITOR	...	2	...	...	60	...	...	...	...	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	...	37	...	...	1,248	...	...	...	...	
	TOTAL METRE GAUGE*	128	1,339	644	71	36,039	953,153	8·73	1·95	4·04	

* Excluding the West of India Portuguese railway for which information is not available.
† Excluding cranes.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1899 in accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	EAST INDIAN	45	(a) 62	107	(a) Two of these are intermediate and third class composites.
II	BENGAL CENTRAL	3	5	8	
III	BENGAL-NÁGPUR	...	30	30	
IV	INDIAN MIDLAND	...	20	20	
	State lines worked by the State.				
XI	NORTH WESTERN	116	(b)107	223	(b) Of these, 27 are bogie carriages.
XIII	OUDH AND ROHILKHAND	9	35	44	
XIV	EASTERN BENGAL	5	(c)22	27	(c) Including 16 intermediate and third class composites.
XVI	EAST COAST	(d)13	(e)17	30	(d) Ten of these are third and intermediate composites with bath-rooms, and in the remaining three three-fourths are intermediate with bath-rooms, and one-fourth is postal.
	Lines worked by guaranteed companies.				
XVII	GREAT INDIAN PENINSULA	...	113	113	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	6	15	21	(e) In each of two of these one-sixth is postal.
XIX	MADRAS	...	48	48	
	Line owned by native state and worked by company.				
XXXI	THE NIZAM'S GUARANTEED STATE	...	24	24	
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	...	42	42	
	COMPANY'S SECTION				
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(f)8	...	8	(f) Composite intermediate and third class carriages.
XLI	RAJPUTANA-MALWA	...	71	71	
XLIII	SOUTHERN MAHRATTA	...	(g)57	57	(g) Of these, 7 are bogie carriages.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)				
XLVI	SOUTH INDIAN	...	(h)44	44	(h) Including 10 third class carriages on bogie frame.
XLVIII	ASSAM-BENGAL	...	12	12	
XLIX	BURMA	(i)5	38	43	(i) 2 bogie second, intermediate and third and 3 bogie second and third class composite carriages.
	State line worked by the State.				
L	EASTERN BENGAL—				
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	21	(j)26	47	(j) Including 6 intermediate and third class composites.
	DACCA SECTION (l)	...	(k)8	8	(k) Including 4 intermediate and third class composites.
	Assisted companies.				(l) Including the Mymensingh-Jamálpur-Jagaunathganj railway.
LIII	DEOGHUR	...	(m)1	1	(m) One compartment of a composite carriage.
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	(n)3	...	3	(n) Composite intermediate and third class carriages. The intermediate halves of two carriages have been set apart for the use of the Postal Department.
LIX	DIBRU-SADIYA	...	8	8	
	Line owned by native state and worked by company.				
LXIV	HYDERABAD-GÓDÁVARI VALLEY	...	6	6	
	Lines owned and worked by native states.				
LXXII	JODHPUR-BIKANER—				
	JODHPUR SECTION	...	10	10	
	BIKANER SECTION				
LXXIII	UDAIPUR-CHITOR	2	15	17	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	2	14	16	
	SPECIAL GAUGES.				
	Assisted company.				
LXXXVI	DARJEELING-HIMALAYAN (2′ 0″)	...	2	2	
	Line owned and worked by native state.				
XCIX	MORVI (2′ 6″)	...	10	10	

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1899, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 12 and 13 of chapter VIII), is Rs. 3,11,16,85,617 allocated as follows :

	Rs.	
State railways—*vide* details in statement No. 17 . . .	1,80,84,31,234	
State lines leased to companies, statement No. 18 . .	44,30,02,151	32,670,776
Guaranteed railways . . . statement No. 18 .	52,31,16,639	47,605,706
Assisted companies*	15,48,25,874	
Native state lines . . . statement No. 17 .	15,67,19,153	
Foreign lines †	1,75,90,319	
	3,10,36,85,370	
Surveys . . . . . statement No. 17 .	51,02,708	
Collieries . . . . . statement No. 17 .	28,97,539	
	3,11,16,85,617	

The figures for state railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue. In the case of the lines which have been acquired by the State from guaranteed railway companies, the figures are based on the purchase money (including *premia*) converted at the rate of £ 1= 10 rupees *plus* outlay incurred by the State since the date of purchase.

For the state lines leased to companies and the guaranteed railways, the conversion of rupee outlay into sterling is made at the rates of exchange applicable in each case under the respective contracts.

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1899, *viz.*, Rs. 2,87,60,20,432 is given in statement No. 22 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details in statement No. 22	9,57,36,647
Add—Hardwar-Dehra (under construction)	23,42,687
Tápti Valley (under construction)	7,36,519
Bengal and North-Western railway (Company's section) (including lines under construction).	5,15,71,068
Brahmaputra-Sultanpur (under construction).	11,51,845
Rohilkund and Kumaon (Company's section) (under construction)	7,274
Segowlie-Raxaul railway (under construction)	51,151
Bengal Dooars (under construction)	26,75,455
Kalka-Simla (under construction).	5,53,228
TOTAL	15,48,25,874
† As per details in statement No. 22	1,75,90,319

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,979. Details for each railway will be found at foot of the first two pages of statement No. 17.

2. Up to the 31st December 1899, the total amount of sterling capital raised by the various guaranteed railway companies was £ 47,237,405, and by state lines leased to companies, £ 29,892,027, or in all £ 77,129,432 as under:

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XVII Great Indian Peninsula railway.	XVIII Bombay, Baroda and Central India railway.	XIX Madras railway.	TOTAL.
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4¾ per cent.	...	...	999,960	999,960
Share capital @ 4½ per cent.	...	...	500,000	500,000
Debentures @ 3 per cent.	1,318,800	1,236,000	530,000	3,084,800
Debentures @ 2¾ per cent.	300,000	...	60,000	360,000
Debentures @ 2½ per cent.	1,602,100	1,081,400	505,300	3,188,800
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	60,436	27,731	6,258	94,425
TOTAL	25,982,786	9,895,431	11,359,188	47,237,405

The capital not bearing interest is made up thus:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Premium on share capital and debentures	293,720	31,051	12,039	336,810
Less—				
Discount on debenture stock	*225,891*	...	...	*225,891*
,, debentures	*7,393*	*3,320*	*5,781*	*16,494*
Balance excess premium	60,436	27,731	6,258	94,425

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II Bengal Central railway.	III and LXXXII Bengal-Nágpur railway.	IV Indian Midland railway.	XL Lucknow-Bareilly section (Rohilkund and Kumaon railway).	XLIII Southern Mahratta railway (including Bellary-Kistna railway).	XLV Mysore section (Southern Mahratta railway).	XLVIII Assam-Bengal railway.	XLIX Burma railways.	TOTAL.
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent.	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	500,000	...	...	...	3,500,000	...	...	...	4,000,000
Share capital @ 3 per cent.	...	...	...	...	...	...	1,500,000	...	1,500,000
Share capital @ 2¾ per cent.	...	...	...	...	...	...	...	1,836,462	1,836,462
Advances from money raised under Act 51 Vict., Cap. 5	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3½ per cent.	...	...	...	...	600,000	...	...	...	600,000
Debentures @ 3 per cent.	...	2,300,000	1,150,000	147,000	343,100	...	500,000	...	4,440,100
Debentures @ 2¾ per cent.	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2½ per cent.	...	1,100,000	1,332,900	...	100,000	...	300,000	...	3,332,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest	...	15,100	—5,977	...	30,207	24,000	13,135	...	76,465
TOTAL	1,000,000	9,175,100	7,493,123	147,000	6,703,207	1,224,000	2,313,135	1,836,462	29,892,027

The capital not bearing interest is made up thus:—

	Bengal-Nágpur.	Indian Midland.	Southern Mahratta.	Mysore.	Assam-Bengal.	Total.
	£	£	£	£	£	£
Premium on debentures and debenture stock	19,600	6,523	30,957	24,000	15,385	96,465
Less—						
Discount on debentures	*4,500*	*12,500*	*750*	...	*2,250*	*20,000*
Balance excess premium	15,100	—5,977	30,207	24,000	13,135	76,465

3. The following tables contain further information in detail regarding the capital transactions of the different railways:

STATEMENT No. 16.

Debenture loans on the 31st December 1899.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£				
XVII	GREAT INDIAN PENINSULA	1,068,800		3	30th June 1902.	
		300,000		2¾	31st December 1902.	
		300,000		2½	30th June 1903.	
		300,000		2½	31st December 1903.	
		1,002,100		2½	30th June 1904.	
		250,000		3	30th June 1905.	
			3,220,900			
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	232,000		2½	1st February 1901.	
		198,800		3	8th July 1901.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		100,500		3	8th July 1903.	
		500,000		2½	10th July 1903.	
		100,000		2½	1st April 1904.	
		100,700		3	8th July 1905.	
		536,000		3	1st December 1905.	
			2,817,400			
XIX	MADRAS	140,000		3	30th June 1900.	
		100,000		2½	31st October 1900.	
		102,200		2½	31st December 1900.	
		178,500		3	30th June 1902.	
		60,000		2¾	31st December 1902.	
		200,000		2½	31st December 1903.	
		103,100		2½	30th June 1904.	
		100,000		3	31st December 1905.	
		111,500		3	30th June 1906.	
			1,095,300			
	TOTAL GUARANTEED .	...	6,633,600			
	Carried forward .	...	6,633,600			

STATEMENT No. 16—*concld.*

Debenture loans on the 31st December 1899—concld.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	Remarks.
		£	£			
	Brought forward .	...	6,633,600			
	State lines leased to companies.					
III and LXXXII	BENGAL-NÁGPUR . .	1,234,400		3	18th February 1900.	
		200,000		2½	3rd January 1901.	
		265,600		3	18th February 1902.	
		500,000		2½	10th July 1903.	
		400,000		2½	21st April 1904.	
		400,000		3	18th August 1905.	
		400,000		3	15th June 1906.	
			3,400,000			
IV	INDIAN MIDLAND . .	1,000,000		2½	31st December 1900.	
		1,000,000		3	30th June 1901.	
		171,200		2¾	31st December 1902.	
		250,000		2½	31st December 1902.	
		582,900		2½	30th June 1903.	
		150,000		3	30th June 1905.	
			3,154,100			
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3	1st July 1901.	
XLIII	SOUTHERN MAHRATTA .	255,000		3	1st October 1901.	
		100,000		2½	1st April 1904.	
		88,100		3	1st October 1905.	
		600,000		3	1st April 1906.	
			1,043,100			
XLVIII	ASSAM-BENGAL . .	500,000		3	4th July 1902.	
		300,000		2½	13th April 1905.	
			800,000			
	TOTAL STATE .	...	8,544,200			
	Purchased by the State.					
I	EAST INDIAN . . .	599,700		2½	11th February 1901.	The East Indian Railway Company has also raised £1,000,000 by the issue of debenture stock.
		150,000		2½	27th July 1902.	
		300,000		2½	19th June 1904.	
		500,000		2½	5th March 1905.	
		300		2½	11th February 1906.	
			1,550,000			
	GRAND TOTAL .	...	16,727,800			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED										
	STANDARD GAUGE.							METRE			
	Open lines.						*Under construction.*	*Open*			
	I East Indian.	V Bhopal-Itársi (British section).	VI Godhra-Rutlam-Nágdá.	VII Wardha Coal.	VIII Dhond-Manmád.	IX Bezwada extension (East Coast State).	X Agra-Delhi Chord. (*a*).	XXXIX Bengal and North-Western (Tirhoot section).	XL Lucknow Bareilly section (Rohilkund and Kumaon).	XLI Rajputana-Malwa.	XLII Pálanpur-Deesa (British section).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	37,20,00,000	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	26,45,269	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	4,68,252	...	1,80,184	91,642	1,28,528	15,319	45,374	1,83,608	1,28,259	22,71,382	...
Land	24,22,999	...	35,570	4,745	99,295	47,109	7,622	11,61,633	1,49,118	13,87,698	...
Formation	27,48,930	...	60,83,922	3,02,318	9,14,803	1,83,329	4,470	11,65,526	2,95,751	73,29,335	...
Bridgework	1,20,29,357	...	41,34,555	10,49,577	22,12,654	1,62,007	...	43,17,434	4,78,916	2,17,07,279	...
Fencing, etc.	12,41,845	...	2,79,088	2,24,499	4,91,859	19,536	...	9,18,327	95,675	31,06,540	...
Electric telegraph	...	...	4,065	...	...	...	...	14,036	...	...	...
Ballast and permanent way	2,14,41,487	...	46,97,941	17,51,227	50,25,405	6,19,888	...	81,14,568	22,62,241	3,80,47,175	...
Stations and buildings	1,17,60,695	...	14,34,276	3,65,446	10,27,942	3,08,340	...	32,47,105	5,95,555	1,86,99,626	...
Colliery works	12,17,483	...	...	...	...	...	...	...	...	...	...
Plant	35,23,656	...	58,582	2,17,578	1,81,771	9,464	...	5,96,071	1,13,832	30,65,004	...
Ferries, etc.	11,07,347	...	...	...	...	...	...	5,45,095	...	...	...
Rolling-stock	2,67,99,299	...	...	3,79,332	17,298	20,384	...	50,37,914	6,53,450	2,15,80,485	...
General charges	28,72,580	...	7,88,387	4,52,519	7,75,497	1,17,275	4,819	13,81,158	3,06,192	83,47,815	...
Suspense accounts	1,16,54,974	...	...	...	2,065	...	...	5,03,436	...	32,78,943	...
Exchange	...	...	...	1,57,442	6,56,990	...	...	7,04,770	42,150	49,08,971	...
Deduct—											
Receipts on capital account	...	...	...	...	...	...	...	...	...	...	...
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	*91,18,159*	...	...	...	...	...	...	...	...	...	...
TOTAL	46,48,16,064	23,61,938*	1,76,96,520	49,96,325	1,15,34,107	15,02,651	62,285	2,78,90,681	51,21,139	13,37,30,253	2,33,264

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itársi railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government
‡ The total outlay is made up of Rs. 36,90,27,913 on commercial section and Rs. 15,87,30,861 on military section.

	East Indian. Rs.	South Indian. Rs.
§ Total cost to the State in acquiring guaranteed lines *plus* subsequent outlay (1)	46,48,16,064	8,18,80,167
Deduct—"Purchase of line" and "Overdrawn capital" as shown above	*37,46,45,269*	*5,69,25,570*
Less—Undrawn capital at the time of purchase	...	*—24,296*
	9,01,70,795	2,49,78,893
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,682	5,01,68,115
Total expenditure incurred on construction of line to the 31st December 1899 (2)	42,96,85,477	7,51,47,008
Difference between (1) and (2)	3,51,30,587	67,33,159

(*a*) Commencement of work was not authorised at the end of 1899.

No. 17.

appropriated to the various undertakings to the 31st December 1899.

BY COMPANIES.									STATE LINES WORKED BY THE STATE.			
GAUGE.									STANDARD GAUGE.			
lines.					*Under construction.*				*Open lines.*			
XLIII Southern Mahratta (Bellary-Kistna section).†	XLIV Guntakal-Mysore frontier.	XLVI South Indian.	XLVII Máyavaram-Mutupet.	XLIX Burma.	XXXIX Bengal and North-Western (Tirhoot section extensions).	XLVI South Indian. Madura-Pamban.	XLVI South Indian. Tinnevelly-Quilon (Travancore) branch. (British section).	XLVIII Assam-Bengal.	XI North-Western.‡	XII Hyderabad-Shadipalli.	XIII Oudh and Rohilkhand.	XIV Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,69,25,570	...	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749
...	...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,433
2,24,755	59,327	4,67,017	16,171	14,50,560	33,821	1,13,798	18,335	...	36,51,303	36,345	1,29,335	1,36,521
83,000	28,440	5,45,925	1,75,506	11,33,662	11,76,226	2,177	5,891	...	31,21,584	25,995	5,20,240	26,62,491
32,16,764	7,83,879	26,49,568	2,42,988	1,01,85,483	12,43,315	1,530	990	...	6,09,73,206	1,39,768	9,22,332	13,96,226
19,59,678	20,32,587	57,43,254	8,45,768	1,21,73,147	12,28,445	504	1,780	...	8,77,04,314	2,75,131	53,15,287	29,69,705
1,04,683	56,997	2,46,015	29,897	27,66,145	33,401	...	...	...	39,04,697	18,987	10,19,146	4,05,667
...	1,345	27,130	2,536	9,238	7,584	...	...	...	1,70,757	...	...	...
28,60,461	18,22,222	62,59,227	6,72,925	2,07,84,435	23,91,209	1,483	...	...	9,78,42,021	10,06,262	95,85,026	1,11,84,251
12,80,398	4,71,540	22,62,792	2,24,666	75,48,374	1,93,953	5	...	...	3,00,98,430	1,69,773	30,88,038	49,44,452
...	...	...	...	...	...	...	...	...	...	...	...	...
7,49,262	28,579	4,07,166	14,557	14,09,213	4,27,660	...	66	...	84,06,281	19,519	1,52,105	5,12,174
...	...	...	...	6,91,823	2,66,478	...	...	...	5,87,345	26,907	...	2,38,237
8,14,454	...	56,65,948	...	1,06,48,418	15,37,341	...	...	...	4,37,28,625	3,577	29,77,363	71,10,135
15,73,524	6,13,692	20,05,927	2,72,341	68,61,216	8,26,857	36,189	30,929	...	2,24,11,998	1,17,479	8,61,701	14,25,973
32,29,347	...	23,63,172	...	...	7,70,562	10,247	11,714	...	93,14,734	...	17,38,699	29,84,760
4,91,090	...	2,42,360	...	12,50,610	...	...	...	...	87,18,416	...	...	*—1,874*
...	...	...	...	...	...	*12*	*11*	...	...	...	*1,65,787*	...
...	...	*39,30,904*	...	...	...	...	...	...	*48,36,651*	...	*33,02,053*	*7,27,880*
1,65,78,416	58,98,608	8,18,80,167	24,97,355	(c) 7,69,12,324	1,01,36,852	1,65,921	69,694	(b) 5,03,96,396	§ 51,87,58,774	18,39,743	§ 12,62,01,922	§ 7,98,21,070

omit this expenditure from the capital account of the railway.
after the transfer of the line.

North Western.	Oudh and Rohilkhand.	Eastern Bengal.	TOTAL.
Rs.	Rs.	Rs.	Rs.
51,87,58,774	12,62,01,922	7,98,21,070	1,27,14,77,997
14,29,61,714	*10,33,60,490*	*4,45,80,232*	*72,24,73,275*
...	*—8,41,459*	...	*—8,65,755*
37,57,97,060	2,36,82,891	3,52,40,838	54,98,70,477
12,37,10,012	9,16,17,643	3,56,60,089	64,06,70,541
49,95,07,072	11,53,00,534	7,09,00,927	1,19,05,41,018
1,92,51,702	1,09,01,388	89,20,143	8,09,36,979

(b) Expenditure charged to Part I of the Capital account Rs. 35,65,306 and to Part II, Rs. 4,68,31,090. Details of the latter amount cannot be given.

(c) Outlay to the 31st August 1896; subsequent outlay is included in statement No. 19.

STATEMENT

Expenditure in England and in India on Indian State railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE—*concld.*							METRE		
	Open lines—concld.		*Under construction.*					*Open lines.*		
	XV Calcutta Port Commissioners'.	XVI East Coast.	XI North Western. Indus Bridge.	XI North Western. Jullundur-Hoshiarpur. (a).	XI North Western. Ludhiana-Ferozepore. (a).	XIII Oudh and Rohilkhand (Ghaziabad-Moradabad).	XVI East Coast (Gódávari bridge).	L Eastern Bengal. Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	L Eastern Bengal. Dacca section.	LI Cawnpore-Burhwal (metre gauge link).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	31,753	5,05,882	31,227	14,531	28,312	94,005	21,418	1,97,023	1,27,561	31,729
Land	41,81,315	22,37,148	70,488	...	...	7,728	1,18,178	13,37,178	5,32,167	93,403
Formation	4,25,948	83,97,093	1,35,868	...	...	3,62,106	94,143	34,15,980	6,95,702	1,37,429
Bridgework	4,28,033	1,89,38,342	19,10,559	...	...	3,33,385	30,55,764	77,70,982	5,88,703	2,65,770
Fencing, etc.	53,509	5,83,602	6,800	...	...	35,485	27,341	11,11,895	1,08,963	2,58,747
Electric telegraph	...	3,142	...	...	...	...	...	7,210	...	...
Ballast and permanent-way	9,59,392	2,76,46,714	80,108	...	...	22,08,195	1,86,168	1,05,42,705	17,80,833	12,15,918
Stations and buildings	3,76,824	51,59,106	3,199	...	...	72,770	17,442	46,44,411	12,97,871	4,02,431
Colliery works	...	...	...	...	...	...	...	...	...	...
Plant	...	14,01,721	2,42,722	...	...	1,39,099	5,35,422	12,45,732	2,18,879	4,760
Ferries, &c.	...	4,86,078	...	...	...	...	...	10,55,035	...	...
Rolling-stock	7,13,975	98,07,630	...	...	...	...	...	71,25,432	11,62,625	...
General charges	26,691	53,82,934	3,00,148	...	...	2,53,688	3,35,620	30,38,925	3,62,982	1,02,901
Suspense accounts	...	12,52,284	1,33,104	...	...	3,65,487	4,06,632	...	...	...
Exchange	...	...	...	...	...	...	...	9,31,358	3,05,500	...
Deduct—										
Receipts on capital account	...	...	*3,071*	...	...	*1,147*	*6,702*	...	...	...
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...	...
TOTAL	71,96,940	8,18,01,676	29,11,152	14,531	28,312	43,70,801	47,91,421	4,24,23,866	71,81,786	25,13,088

(a) Commencement of work was not authorised at end of 1899.

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1899—contd.

BY THE STATE—*concld.*						UNCLASSIFIED EXPENDITURE.							
GAUGE.		SPECIAL GAUGE.											
Under construction.		*Open lines.*		*Under construction.*									
L Eastern Bengal (Teesta bridge and Rungpore-Dhubri extension).	LII Shadipalli Bélotra (British section).	LXXXII Jorhát (2′ 6″).	LXXXIII Cherra-Company-ganj (2′ 6″).	L Eastern Bengal (Cooch-Behar-Santrabari, British section) (2′ 6″).	LXXXIV Nowshera Dargai (2′ 6″).	Frontier railway reserve material.	Pesháwar railway reserve material.	Southern Mahratta. *	Bilaspur-Etáwah survey.	Vizagapatam-Raipur.†	Ránaghat-Bhagwangola.†	Nágpur-Chattisgarh depreciation account.	Chittagong Jetties.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
598	22,713	338	236	2,999	31,990	...	...	...	75,132	2,45,035	83,816	...	...
11,160	6,762	6,131	1,670	285	...	...	...	...	...	...	1,01,972	...	...
38,458	2,61,474	81,470	1,61,390	66,178	1,759	...	...	...	...	...	90,698	849	...
7,91,942	2,51,610	65,245	57,089	23,801	7,778	...	...	...	...	...	...	1,46,285	...
...	613	2,999	...	6,852	58	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
54,841	68,523	3,16,748	1,80,120	3,43,914	5,724	...	...	...	...	...	...	2,83,197	...
4,407	23,681	89,453	49,365	27,788	237	...	...	...	...	...	...	23,726	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
70,389	15,692	59,994	1,32,598	5,060	13,502	...	...	...	...	...	546	2,718	...
...	...	...	4,516	...	...	...	...	...	...	...	...	...	6,39,394
...	19,390	2,14,790	92,913	37,639	...	...	...	...	...	...	...	2,00,275	...
62,657	1,15,951	41,248	1,07,846	18,713	9,957	33,423	...	...	...	...	25,681	...	...
...	7,23,593	56,284	277	...	2,37,131	43,14,437	3,61,478	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	*797*	*3,124*	*19,341*	...	...	...	...	...	...	...	*263*	*12*	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
1034,452	15,09,205	9,31,626	7,69,179	5,33,229	3,08,136	43,47,860	3,61,478	5,27,071	75,132	2,45,035	3,02,450	6,57,038	6,39,394

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.
† In abeyance.

STATEMENT

Expenditure in England and in India on Indian State railways

Classification of expenditure.	Unclassified expenditure—*concld.*			Total State lines.	Surveys (excluding abandoned surveys).			Collieries.*			Grand total State lines, surveys and collieries.
	Petroleum operations, Baluchistan.	Stores suspense balances.	Patri.†		Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	71,65,33,053	...	...	...	...	...	...	71,65,33,053
Overdrawn capital	...	...	...	59,40,222	...	...	...	...	...	...	59,40,222
Preliminary expenses	1,12,024	...	...	1,15,08,208	3,69,099	47,31,135	51,00,234	...	...	...	1,66,08,442
Land	...	...	...	2,35,02,506	...	...	...	...	...	...	2,35,02,506
Formation	...	...	...	11,51,51,028	...	...	...	...	...	...	11,51,51,028
Bridgework	...	...	...	20,14,67,667	...	...	...	...	...	...	20,14,67,667
Fencing, etc.	...	...	...	1,71,59,818	...	...	...	...	...	...	1,71,59,818
Electric telegraph	...	...	...	2,47,043	...	...	...	...	...	...	2,47,043
Ballast and permanent way	...	...	...	28,22,42,554	...	...	...	...	...	...	28,22,42,554
Stations and buildings	7,174	...	...	9,99,21,291	...	...	...	...	...	...	9,99,21,291
Colliery works	...	...	...	12,17,483	...	...	...	11,25,101	5,42,289	16,67,390	28,84,873
Plant	...	...	...	2,39,81,374	...	...	...	2,55,675	4,90,987	7,46,662	2,47,28,036
Ferries, &c.	...	...	...	56,48,255	...	...	...	...	...	...	56,48,255
Rolling-stock	...	...	...	14,63,48,692	...	...	...	26,491	33,253	59,744	14,64,08,436
General charges	...	...	...	6,23,03,433	...	...	...	8,833	66,275	75,108	6,23,78,541
Suspense accounts	...	9,28,835	...	4,46,42,195	4,058	1,816	5,874	2,88,409	50,021	3,38,430	4,49,86,499
Exchange	...	...	...	1,84,07,783	...	...	...	12,042	60	12,102	1,84,19,885
Deduct—											
Receipts on capital account	*11*	*2,520*	...	*2,02,798*	*45*	*3,355*	*3,400*	*1,806*	*91*	*1,897*	*2,08,095*
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	*2,19,15,647*	...	...	...	...	...	...	*2,19,15,647*
Deduct—											
Contribution towards the construction of the Bhopal-Itársi and Pálanpur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...	...	...	...
Total	1,19,187	9,26,315	8,08,405	1,80 84,31,234	3,73,112	47,29,596	51,02,708	17,14,745	11,82,794	28,97,539	1,81,64,31,481

* The expenditure on collieries is included in this statement as it has been charged to railway grants.

† The expenditure on the Patri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, Baroda and Central India railway in statement No. 22.

‡ Deducting the total difference (Rs. 8,09,36,979) shown in foot-note § on the second page of this statement, the figures are Rs. 1,73,54,94,502

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1899—contd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.														
STANDARD GAUGE.										METRE GAUGE.				
Open lines.									*Under construction*	*Open lines.*				
XXVI Khámgaon.	XXVII Amráoti.	XXVIII Bina-Goona Bárán.	XXIX Bhopal-Ujjain.	XXX Bhopal-Itársi (Native state section).	XXXI The Nizam's Guaranteed State.	XXXII Nágdá Ujjain.	XXXIII The Gaekwar's Petlád.	XXXIV Kolar-Gold fields.	XXXV Petlád-Cambay.	XLII Pálanpur-Deesa (Native state section).	LXIII The Gaekwar's Mehsána.	LXIV Hyderabad-Gódávari Valley.	LXV Kolhápur.	LXVI Yesvantpur-Mysore frontier.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	2,30,30,382	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
369	11,799	92,220	94,758	...	1,85,226	10,933	7,991	6,268	8,024	1,973	10,067	23,33,938	13,858	64,092
1,116	2,450	2,267	2,771	15,543	...	...	...	19,102	...	...	...	...	30,119	25,287
									216	64,414	3,04,742	27,36,086	2,68,591	5,46,287
44,036	20,377	13,73,164	8,07,815	15,88,771	14,81,302	1,76,367			...	59,429	5,71,256	25,51,258	11,22,548	5,46,629
57,634	62,106	20,78,254	17,33,579	18,68,131	13,06,569	4,62,419	94,058	2,35,408	...	10,037	61,334	99,558	41,668	65,247
7,366	11,699	2,67,841	80,226	2,12,821	1,96,398	11,388								
...	...	2,156	28,534	407	...	603	...	...	...	...	...	...	...	...
3,10,958	2,43,889	46,82,373	37,48,649	23,65,277	66,08,691	13,23,286	4,33,413	3,40,957	...	2,09,667	16,80,960	50,33,465	4,91,136	8,54,375
53,602	54,425	5,03,839	4,44,054	8,50,452	18,73,009	80,650	1,66,948	1,00,262	...	51,175	4,40,890	10,20,030	2,29,259	1,21,932
...	...	...	...	...	...	...	...	7,092	...	6,672	33,139	1,89,790	7,059	35,846
3,433	3,016	50,245	18,064	42,773	4,21,307	1,227	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	16,026	10,83,053	...	...
11,669	8,641	22,259	...	55,651	46,85,691	...	...	39,557	113	14,897	1,65,198	28,56,368	1,20,569	1,43,378
31,967	29,709	8,57,062	6,95,840	3,62,112	11,04,421	1,67,467	38,294	3,30,906	...	...	...	22,10,235	...	95,089
...	6,306	...	...	...	6,75,735	...	11,735	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	*91,810*	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	*23,61,938*	...	...	...	...	...	*2,33,264*	...	...	...	...
5,22,150	4,54,417	99,31,680	76,54,290	50,00,000	4,15,68,731	22,34,345	7,52,439	10,79,552	8,353	1,85,000	32,83,612	2,00,21,971	23,24,807	24,98,162

STATEMENT

Expenditure in England and India on Indian State railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concld.								LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.			
	METRE GAUGE—*concld.*					SPECIAL GAUGES.			STANDARD GAUGE.			SPECIAL GAUGE.
	Open lines.		*Under construction.*			*Open lines.*			*Open lines.*		*Under construction.*	*Open line.*
	LXVII Mysore Nanjangud.	LXVIII Birur-Shimoga.	LXIX Vijapur-Kalol.	LXX Shoranur-Cochin.	LXXI Tinnevelly Quilon (Travancore) (Native state section).	XCIV Gwalior Light (2′ 0″).	XCV The Gaekwar's Dabhoi (2′ 6″).	XCVI Rajpipla (2′ 6″).	XXXVI Rájpura Bhátinda.	XXXVII Jammu and Kashmir (Native state section).	XXXVIII Ludhiana-Dhuri-Jakhal.	XCVIII Cooch Behar (2′ 6″).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	..	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	..	...	...	...	...	...	...	...
Preliminary expenses	15,210	17,608	6,863	49,682	33,747	13,857	36,926	14,935	59,422	23,934	36,390	11,508
Land	3,005	1,972	...	...	...	50	...	...	46,494	...	...	14,435
Formation	1,34,407	4,85,916	10	458	1,467	4,09,088	4,07,384	1,28,516	2,75,955	34,955	6,000	1,56,295
Bridgework	95,767	4,17,923	...	413	...	85,587		3,94,841	5,37,820	1,35,428	19	3,84,344
Fencing, etc.	26,623	30,840	...	...	...	823		15,048	2,04,472	2,175	...	2,599
Electric telegraph	...	...	...	...	...	...	63	...	...	170	...	1,825
Ballast and permanent-way.	2,43,694	7,11,140	...	...	...	14,92,299	9,51,020	4,54,558	41,57,854	5,66,608	9	3,66,277
Stations and buildings	57,565	1,66,539	...	...	...	50,991	2,63,020	89,543	10,72,746	1,31,770	27	75,873
Colliery works	...	...	...	...	...	...	...	...	...	...	...	...
Plant	5,651	40,443	115	6,502	...	19,588	8,489	9,324	82,433	5,336	7,744	15,516
Ferries, &c..	...	...	...	...	...	...	...	...	...	...	...	3,618
Rolling-stock	...	...	...	...	...	1,02,344	2,83,109	1,34,897	...	...	...	1,75,875
General charges	39,931	1,42,055	566	23,872	1,882	93,929	1,40,199	65,050	2,68,589	60,444	28,942	72,055
Suspense accounts	24,199	71,039	...	...	1,093	10,711	27,375	1,108	...	...	−7,053	18,811
Exchange	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—												
Receipts on capital account.	...	...	...	...	2	...	...	...	...	...	...	...
Deduct—												
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—												
Contribution towards the construction of the Bhopal-Itársi and Pálanpur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	6,46,052	20,85,475	7,554	80,927	38,187	22,79,267	21,17,585	13,07,820	67,05,785	9,60,820	72,078	12,99,031

No. 17—*concld.*

appropriated to the various undertakings to the 31st December 1899—concld.

LINES OWNED AND WORKED BY NATIVE STATES.											
METRE GAUGE.										SPECIAL GAUGE.	TOTAL NATIVE STATES.
Open lines.							*Under construction.*			*Open line.*	
LXXII Jodhpur-Bikaner.		LXXIII Udaipur-Chitor.	LXXIV Bhávnagar Gondal-Junágad-Porbandar.	LXXV Jetalsar-Rájkot.	LXXVI Jámnagar.	LXXVII Dhrán-gadrá.	LXXII Jodhpur-Bikaner.		LXXVIII Jaipur.	XCIX Morvi (2′ 6″).	
Jodhpur section.	Bikaner section.						Jodhpur section.	Bikaner section.			
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	2,30,30,382
...	...	...	...	...	...	...	...	...	...	...	...
59,651	11,177	7,522	1,19,442	14,238	18,973	5,814	22,391	14,084	3,213	18,356	34,56,464
1,621	2,325	...	63,889	15,427	...	542	...	...	...	1,671	2,50,086
3,55,747	1,69,109	2,86,196	17,20,680	2,44,962	2,40,675	62,746	1,86,102	1,69,282	1,43,333		
2,39,607	10,767	2,11,360	43,52,190	2,29,786	5,06,124	49,206	38,051	...	1,13,577	6,99,398	3,78,41,587
2,991	2,656	10,144	1,01,330	67,090	18,096	5,225	833	74	2,048		
1,16,051	15,747	...	11,774	...	...	...	...	...	...	...	1,77,330
58,26,836	15,15,735	9,28,046	50,50,531	6,82,164	7,99,740	3,21,461	11,72,413	2,87,615	59,483	11,39,098	5,50,53,677
4,42,434	83,355	1,33,821	26,35,742	2,30,682	2,01,569	86,476	40,858	23,523	50,672	63,297	1,18,91,030
...	...	...	...	...	...	...	...	...	...	...	...
95,348	9,227	17,586	3,29,660	15,885	17,654	8,231	50,244	5,314	5,786	14,607	15,90,346
...	...	...	...	...	...	...	...	...	...	...	3,618
8,95,932	1,81,083	2,30,427	23,13,317	...	3,99,314	...	16,18,058	3,21,672	...	4,03,821	1,29,42,139
1,12,695	13,553	1,09,810	8,93,481	82,974	95,232	24,387	34,379	16,619	26,260	1,02,847	90,76,703
...	...	55,000	3,64,236	...	11,181	42,016	30,641	9,000	45,714	63,319	40,98,396
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	*5,591*	...	*97,403*
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	*25,95,202*
81,48,213	20,14,734	19,89,912	1,79,56,272	15,83,208	23,08,558	6,06,104	31,93,970	8,47,183	4,44,495	25,06,414	15,67,19,153

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1899.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
	Guaranteed.	£	£	£	£	£
XVII	GREAT INDIAN PENINSULA	20,000,000	3,220,900	(a) 2,701,450	293,720	26,216,070
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	7,550,300	2,317,400	...	31,051	9,898,751
XIX	MADRAS	10,257,630	998,000	...	12,039	11,267,669
	TOTAL	37,807,930	6,536,300	2,701,450	336,810	47,382,490
	State lines leased to companies.					
II	BENGAL CENTRAL	500,000	(b) 500,000	...	...	1,000,000
III and LXXVII	BENGAL-NÁGPUR	3,000,000	1,625,000	....	8,150	4,633,150
	BENGAL-NÁGPUR EXTENSIONS	...	1,775,000	...	11,450	1,786,450
IV	INDIAN MIDLAND	3,000,000	3,154,100	...	6,523	6,160,623
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	147,000	...	...	147,000
XLIII	SOUTHERN MAHRATTA	3,500,000	1,043,100	...	30,957	4,574,057
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	...	1,200,000	24,000	1,224,000
XLVIII	ASSAM-BENGAL	1,500,000	800,000	...	15,385	2,315,385
XLIX	BURMA	2,000,000	...	...	...	2,000,000
	TOTAL	13,500,000	9,044,200	1,200,000	96,465	23,840,665
	Grand Total	51,307,930	15,580,500	3,901,450	433,275	71,223,155

(a) This debenture stock was raised at a discount.
(b) Replaced by advances raised under Act 51 Vict., cap. 5.

No. 18.

and State lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1899.

Amount raised by the companies and advanced by the Secretary of State in England to the 31st December 1899.					Amount raised in India to the 31st December 1899.		Total amount raised to the 31st December 1899.	Total amount withdrawn to the 31st December 1899.
Share capital.	*Debentures.* Cash received.	*Debenture stock.* Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict., Cap. 5.	Share capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,103	3,213,507	(a) 2,475,559	218,791	...	496,897	74,929	25,982,786	26,053,838
7,528,628	2,314,080	...	31,051	...	21,672	...	9,895,431	10,263,391
10,257,630	1,089,519	...	12,039	...	...	...	11,359,188	11,288,477
37,289,361	6,617,106	2,475,559	261,881	...	518,569	74,929	47,237,405	47,605,706
500,000	...	...	...	500,000	...	...	1,000,000	1,006,949
3,000,000	1,624,875	...	8,150	2,760,000	...	...	(c) 7,393,025	7,708,065
...	1,770,625	...	11,450	...	...	...	1,782,075	4,132,448
3,000,000	3,141,600	...	6,523	1,345,000	...	...	7,493,123	7,912,182
...	(d) 147,000	...	...	...	...	...	(d) 147,000	(d) 316,446
3,491,540	1,042,350	...	30,923	2,129,900	8,460	34	(e) 6,703,207	(e) 6,685,020
...	...	1,200,000	24,000	...	...	...	1,224,000	1,171,150
1,500,000	797,750	...	15,385	...	...	...	2,313,135	2,313,135
1,836,462	...	...	...	...	...	...	1,836,462	1,425,381
13,328,002	8,524,200	1,200,000	96,431	6,734,900	8,460	34	29,892,027	32,670,776
50,617,363	15,141,306	3,675,559	358,312	6,734,900	527,029	74,963	77,129,432	80,276,482

(c) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 373,372.
(d) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £160,837. Expenditure in excess of this capital has been, and is being for the present advanced in India.
(e) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1888.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1898.	Sums advanced to the companies on the 31st December 1898.	FROM THE 1ST Amount In		
				Share capital.	Debentures.	Debenture stock.
		£	£	£	£	£
	Guaranteed.					
XVII	GREAT INDIAN PENINSULA	174,154	...	...	...	...
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	...	240,916	...	185,000	...
XIX	MADRAS	59,808	...	...	111,500	...
	TOTAL . .	233,962	240,916	...	296,500	...
	State lines leased to companies.					
II	BENGAL CENTRAL	14,419	...	...	...	...
III and LXXXII	BENGAL-NAGPUR	...	299,550	...	...	...
	BENGAL-NAGPUR EXTENSIONS	...	1,452,542	...	400,000	...
IV	INDIAN MIDLAND	...	277,785	...	...	...
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	168,994	...	...	...
XLII	SOUTHERN MAHRATTA*	50,938	...	...	...	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . .	65,409	...	...	...	...
XLVIII	ASSAM-BENGAL	...	...	...	...	...
XLIX	BURMA	918,931	...	...	...	...
	TOTAL . .	1,049,697	2,198,871	...	400,000	...
	GRAND TOTAL . .	1,283,659	2,439,787	...	696,500	...

* Including the Bellary-Kistna section.

No. 19.

and State lines leased to companies.

during the year ended the 31st December 1899.

JANUARY TO THE 31ST DECEMBER 1899.

received.				Amount withdrawn.				
England.		*In India.*		*In England.*		*In India.*	Total received during the year ended the 31st December 1899.	Total withdrawn during the year ended the 31st December 1899.
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, *etc.*	For discharge of *debentures.*	Amount.		
£	£	£	£	£	£	£	£	£
...	...	...	...	380,466	...	*—135,260*	...	245,206
...	...	...	...	363,823	...	*—51,779*	185,000	312,044
...	...	...	...	100,493	14,200	*—14,096*	111,500	100,597
...	...	...	...	844,782	14,200	*—201,135*	296,500	657,847
...	...	...	...	19,319	...	2,049	...	21,368
...	...	...	...	29,027	...	*—13,537*	...	15,490
1,005	...	...	...	471,715	...	827,121	401,005	1,298,836
...	...	...	...	95,800	...	45,474	...	141,274
...	...	...	...	4,518	...	*—4,066*	...	452
...	...	...	...	29,743	...	3,008	...	32,751
...	...	...	...	...	...	12,559	...	12,559
...	...	...	...	123,706	...	*—123,706*	...	...
...	...	...	...	188,734	...	319,116	...	507,850
1,005	...	...	...	962,562	...	1,068,018	401,005	2,030,580
1,005	...	...	...	1,807,344	14,200	866,883	697,505	2,688 427

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1900.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094 825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004 782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	*—345,750*	477,245
1873-74	1,028,032	*—334,979*	693,053
1874-75	1,174,893	*— 86,982*	1,087,911
1875-76	1,151,585	*— 200,779*	950,806
1876-77	1,222,846	*—507,387*	715,459
1877-78	1,792,483	*—469,678*	1,322,805
1878-79	1,786,235	*—773,612*	1,012,623
1879-80	1,256,417	*—906,857*	349,560
1880-81	941,781	*—506,992*	434,789
1881-82	1,041,022	*—351,482*	689,540
1882-83	1,046,483	*—635,610*	410,873
1883-84	1,473,188	*—135,218*	1,337,920
1884-85	1,391,270	*—256,211*	1,135,059
1885-86	1,628,033	*—403,928*	1,224,105
1886-87	862,685	*—620,359*	242,326
1887-88	991,936	*—343,364*	648,572
1888-89	969,816	*—350,938*	618,878
1889-90	905,798	*—565,970*	339,828
1890-91	944,842	*—475,463*	469,379
1891-92	597,117	*—551,226*	45,891
1892-93	526,181	*—455,927*	70,254
1893-94	463,481	*—394,191*	69,290
1894-95	501,142	*—183,580*	317,562
1895-96	547,844	*—229,595*	318,249
1896-97	503,873	*—242,304*	261,569
1897-98	761,944	*—362,386*	399,558
1898-99	970,825	*—339,812*	631,013
Total withdrawals to end of 1898-99	63,986,210	42,471,492	106,457,702
Deduct.—Withdrawals by the East Indian Railway Company	*12,276,504*	*18,620,297*	*30,896,801*
Withdrawals by the Eastern Bengal Railway Company	*1,770,750*	*1,474,100*	*3,244,850*
Withdrawals by the Sind, Punjab and Delhi Railway Company	*6,226,076*	*4,853,607*	*11,079,683*
Withdrawals by the Oudh and Rohilkhand Railway Company	*4,358,107*	*4,910,204*	*9,268,311*
Withdrawals by the South Indian Railway Company	*3,831,129*	*932,278*	*4,763,407*
Total deductions	*28,462,566*	*30,790,486*	*59,253,052*
Net withdrawals to end of 1898-99	35,523,644	11,681,006	47,204,650
Add—Withdrawals during 1899-1900 (partly estimated)	791,400	*—230,600*	560,800
Net withdrawals to end of 1899-1900	36,315,044	11,450,406	47,765,450

STATEMENT No. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1900.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
	409,803	973,649	1,383,452
1890-91			
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,312	783,735
1896-97	1,001,428	815,345	1,816,773
1897-98	748,920	1,397,452	2,146,372
1898-99	746,056	1,121,282	1,867,338
Total expenditure to end of 1898-99	10,558,057	20,793,994	31,352,051
1899-1900 (Revised estimate)	908,300	970,700	1,879,000
TOTAL	11,466,357	21,764,694	33,231,051

STATEMENT No. 22.

Capital outlay on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction.*

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Lines worked by companies.						
I	EAST INDIAN	39,99,15,424	2,33,777	1,48,397	12,37,347	1,26,30,402	41,37,83,173
II	BENGAL CENTRAL	1,23,31,929	98,648	83,868	...	3,46,700	1,26,78,629
III	BENGAL-NÁGPUR	14,73,52,892	1,23,637	1,10,740	...	17,03,542	14,90,55,934
IV	INDIAN MIDLAND	9,98,34,287	1,25,381	1,11,655	...	17,99,791	10,16,34,078
V	BHOPAL-ITÁRSI (BRITISH SECTION)	23,61,938	1,80,163	1,46,522	...	...	23,61,938
VI	GODHRA-RUTLAM-NÁGDÁ	1,76,96,520	1,25,383	1,13,417	...	...	1,76,96,520
VII	WARDHA COAL	49,96,325	1,11,326	98,121	...	...	49,96,325
VIII	DHOND-MANMÁD	1,15,32,042	79,291	71,694	...	2,065	1,15,34,107
IX	BEZWADA EXTENSION (EAST COAST STATE)	15,02,651	73,015	69,761	...	...	15,02,651
	TOTAL	69,75,23,508	1,66,518	1,27,468	12,37,347	1,64,82,500	71,52,43,355
	State lines worked by the State.						
XI	NORTH WESTERN	48,58,10,154	1,64,972	1,28,214	43,82,183	93,14,735	49,95,07,072
XII	HYDERABAD-SHADIPALLI	18,12,837	30,773	28,032	26,906	...	18,39,743
XIII	OUDH AND ROHILKHAND	11,37,27,622	1,19,618	1,04,543	...	15,72,912	11,53,00,534
XIV	EASTERN BENGAL	6,62,95,603	2,47,567	1,29,766	16,20,564	29,84,760	7,09,00,927
XV	CALCUTTA PORT COMMISSIONERS'	71,96,940	8,44,117	3,11,744	...	...	71,96,940
XVI	EAST COAST	8,00,63,314	99,674	87,005	4,86,078	12,52,284	8,18,01,676
	TOTAL	75,49,06,470	1,50,393	1,18,384	65,15,731	1,51 24,691	77,65,46,892
	Lines worked by guaranteed companies.						
XVII	GREAT INDIAN PENINSULA	27 65,95,105	2,14,747	1,37,540	...	41,39,818	28,07,34,923
XVIII	BOMBAY, BARODA AND CENTRAL INDIA (*a*)	11,05,89,837	2,39,943	1,53,373	...	42,92,427	11,48,82,264
XIX	MADRAS	12,02,19,104	1,42,543	1,16,797	...	21,89,595	12,24,08,699
	TOTAL	50,74,04,046	1,94,983	1,34,398	...	1,06,21,840	51,80,25,886
	Assisted companies.						
XX	DELHI-UMBALLA-KALKA	(*b*) 1,54,47,600	95,214	85,787	...	—*1,46,327*	1,53,01,273
XXI	TARKESSUR	17,84,166	80,259	70,913	...	...	17,84,166
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	1,17,50,134	1,49,189	1,33,825	...	66,596	1,18,16,730
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	2,26,02,987	53,344	48,239	...	65,276	2,26,68,263
XXV	TÁPTI VALLEY	1,06,17,653	76,194	72,298	...	7,54,961	1,13,72,614
	TOTAL	6,22,02,540	75,278	68,710	...	7,40,506	6,29,43,046
	Carried over	2,02,20,36,564	...	...	77,53,078	4,29,69,537	2,07,27,59,179

(*a*) Including the Patri branch, the state outlay (Rs. 8,08,405) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

(*b*) Including Rs. 5,76,918 on account of interest on capital during construction.

* *N. B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* he expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction*—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward	2,02,20,36,564	...	...	77,53,078	4,29,69,537	2,07,27,59,179
	STANDARD GAUGE—*concld.*						
	Lines owned by native states and worked by companies.						
XXVI	KHÁMGAON	5,22,150	69,159	62,013	...	...	5,22,150
XXVII	AMRÁOTI	4,48,111	82,374	72,510	...	6,306	4,54,417
XXVIII	BÍNA-GOONA-BÁRÁN	99,31,680	68,395	63,320	...	...	99,31,680
XXIX	BHOPAL-UJJAIN	76,54,290	67,576	62,525	...	...	76,54,290
XXX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	50,00,000	1,12,918	94,340	...	...	50,00,000
XXXI	THE NIZAM'S GUARANTEED STATE	4,08,92,996	1,23,869	1,10,200	...	6,75,735	4,15,68,731
XXXII	NÁGDÁ-UJJAIN	22,34,345	65,103	63,153	...	...	22,34,345
XXXIII	THE GAEKWAR'S PETLÁD	7,40,704	55,483	48,988	...	11,735	7,52,439
XXXIV	KOLAR-GOLD-FIELDS	7,48,646	74,865	53,360	...	3,30,906	10,79,552
	TOTAL	6,81,72,922	96,898	87,097	..	10,24,682	6,91,97,604
	Lines owned by native states and worked by state railway agency.						
XXXVI	RAJPURA-BHÁTINDA	67,05,785 (a)	62,642	56,265	...	...	67,05,785 (a)
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	9,60,820	60,353	46,846	...	...	9,60,820
	TOTAL	76,66,605	62,345	54,883	...	...	76,66,605
	TOTAL STANDARD GAUGE	2,09,78,76,091	1,55,819	1,20,208	77,53,078	4,39,94,219	2,14,96,23,388
	METRE GAUGE.						
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH WESTERN—						
	TIRHOOT SECTION	2,68,42,150 (b)	78,532	68,157	5,45,095	5,03,436	2,78,90,681 (b)
	COMPANY'S SECTION	4,68,80,873	63,097	55,127	20,85,644	14,76,766	5,04,43,283
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(c) 92,92,292	40,197	35,394	...	2,05,193	(c) 94,97,485
XLI	RAJPUTANA-MALWA	13,04,51,310	77,999	67,549	...	32,78,943	13,37,30,253
XLII	PÁLANPUR-DEESA	4,18,264	24,205	22,524	...	...	4,18,264
XLIII	SOUTHERN MAHRATTA	9,65,49,979 (a)	92,655	83,012	...	13,10,590	9,78,60,569 (a)
XLIV	GUNTAKAL-MYSORE FRONTIER	58,98,608	49,361	45,929	...	...	58,98,608
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,53,03,132	51,709	47,184	...	3,72,284	1,56,75,416
XLVI	SOUTH INDIAN	7,27,83,836	70,628	63,182	...	23,63,172	7,51,47,008
XLVII	MÁYAVARAM-MUTUPET	24,97,355	46,256	41,888	...	...	24,97,355
XLVIII	ASSAM-BENGAL	5,09,62,000	1,17,246	1,03,651	...	30,75,036	5,40,37,036
XLIX	BURMA	8,47,89,912	85,358	73,312	6,92,318	15,48,020	8,70,30,250
	TOTAL	54,26,69,711	77,793	68,177	33,23,057	1,41,33,440	56,01,26,208
	Carried over	54,26,69,711	...	...	33,23,057	1,41,33,440	56,01,26,208

(a) The decrease as compared with the last year's report is due to certain credits.
(b) Including interest on capital during construction (Rs. 10,90,014).
(c) Including interest on capital during construction (Rs. 41,029).

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

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STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction*—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899 including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward .	54,26,69,711	...	...	33,23,057	1,41,33,440	56,01,26,208
	METRE GAUGE—*concld.*						
	State lines worked by the State.						
L	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kaunia Dharlá, 2′ 6″ gauge, branch) . . .	4,13,68,831	86,461	73,573	10,55,035	...	4,24,23,866
	DACCA SECTION	71,81,786	83,587	71,368	...	...	71,81,786
LI	CAWNPORE-BURHWAL (metre gauge link) . . .	25,13,088	31,571	29,321	...	...	25,13,088
	TOTAL .	5,10,63,705	79,293	68,210	10,55,035	...	5,21,18,740
	Assisted companies.						
LIII	DEOGHUR	2,86,180	59,745	52,898	...	1,345	2,87,525
LIV	BRAHMAPUTRA-SULTANPUR	7,81,953	31,916	30,285	...	24,339	8,06,292
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ . . .	15,73,455	29,482	27,412	...	37,793	16,11,248
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) .	21,39,980	39,688	36,574	...	1,059	21,41,039
LVII	SEGOWLIE-RAXAUL	8,68,088	47,987	40,622	...	1,93,051	10,61,139
LVIII	BENGAL-DOOARS	24,72,503 (*a*)	67,926	56,670	1,54,245	...	(*a*) 26,26,748
LIX	DIBRU-SADIYA	72,85,349	94,005	83,328	21,189	1,49,645	74,56,183
LX	LEDO AND TIKAK-MERGHERITA COLLIERY . . .	12,83,416	1,71,122	1,60,427	...	...	12,83,416
LXI	AHMEDABAD-PARÁNTÍJ	19,32,207	35,895	31,557	...	17,409	19,49,616
LXII	NÍLGIRI	47,87,869	2,83,306	2 59,787	...	2,075	47,89,944
	TOTAL .	2,34,11,000	67,358	60,456	1,75,434	4,26,716	2,40,13,150
	Lines owned by native states and worked by companies.						
LXIII	THE GAEKWAR'S MEHSÁNA	32,83,612	35,449	31,464	...	...	32,83,612
LXIV	HYDERABAD-GÓDÁVARI VALLEY	75,80,623	49,151	45,249	...	...	75,80,623
LXV	KOLHÁPUR	23,24,807	79,973	75,554	...	...	23,24,807
LXVI	YESVANTPUR-MYSORE FRONTIER	24,03,073 (*b*)	46,798	43,756	...	95,089	(*b*) 24,98,162
LXVII	MYSORE-NANJANGÚD	6,21,853	39,358	36,818	...	24,199	6,46,052
LXVIII	BIBUR-SHIMOGA	20,14,436	52,323	47,963	...	71,039	20,85,475
	TOTAL .	1,82,28,404	47,771	43,769	...	1,90,327	1,84,18,731
	Lines owned and worked by native states.						
LXXII	JODHPUR-BIKANER—						
	JODHPUR SECTION	81,48,213	21,414	20,792	...	...	81,48,213
	BIKANER SECTION	20,14,734	21,208	20,728	...	...	20,14,734
LXXIII	UDAIPUR-CHITOR	19,34,912	28,751	27,485	...	55,000	19,89,912
LXXIV	BHAVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . .	1,75,92,037	(*c*) 53,476	(*c*)48,046	...	3,64,235	1,79,56,272
LXXV	JETÁLSAR-RÁJKOT	15,83,208	34,246	31,595	...	...	15 83,208
LXXVI	JÁMNAGAR	22,97,377	(*d*)45,683	(*d*) 43,184	...	(*b*)11,181	23,08,558
LXXVII	DHRÁNGADRÁ	5,64,088	27,081	24,654	...	42,016	6,06,104
	TOTAL .	3,41,34,569	34,510	32,471	...	4,72,432	3,46,07,001
	Foreign lines.	(*b*)			(*b*) and (*e*)		(*b*)
LXXIX	WEST OF INDIA PORTUGUESE	1,35,77,163	2,65,646	2,15,647	25,28,380	1,90,889	1,62,96,432
LXXX	PONDICHERRY	5,68,543	72,690	55,849	...	...	5,68,543
LXXXI	KÁRAIKKAL-PERALAM	7,25,344	50,197	43,748	...	...	7,25,344
	TOTAL .	1,48,71,050	2,02,713	1,65,750	25,28,380	1,90,889	1,75,90,319
	TOTAL METRE GAUGE .	68,43,78,439	(*f*)72,718	(*g*)64,243	70,81,906	1,54,13,804	70,68,74,149

(*a*) Including interest on capital during construction (Rs. 37,877).
(*b*) The decrease as compared with the last year's report is due to certain credits.
(*c*) Calculated on the cost and mileage of the home line, excluding dock sidings and quarry lines maintained by the states themselves, *viz.*, 328·97 and 366·15 miles, respectively.
(*d*) Calculated on 50·29 and 53·20 miles, respectively, which exclude the mileage of the dock estate constructed and maintained by the state itself.
(*e*) Expenditure on harbour works at Mormúgao.
(*f*) Calculated on 9,411·39 miles } See notes (*c*) and (*d*) above.
(*g*) Calculated on 10,652·93 „ }

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*concld.*

Capital outlay on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction.*—concld.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 on final heads (exclusive of steam-boat service and suspense.)	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	SPECIAL GAUGES.						
	State lines worked by the State.						
LXXXIII	JORHÁT (2′ 0″)	8,75,342	31,262	29,374	...	56,284	9,31,626
LXXXIV	CHERRA-COMPANYGANJ (2′ 6″)	3,34,233	(*a*)	(*a*)	4,516	277	3,39,026
	Assisted companies.						
LXXXVI	DARJEELING-HIMALAYAN (2′ 0″)	32,95,462	64,617	61,027	...	2,13,007	35,08,469
LXXXVII	BÁRSI LIGHT (2′ 6″)	13,43,297	62,218	54,143	...	13,512	13,56,809
LXXXVIII	HOWRA-AMTA (2′ 0″)	11,41,307	39,878	37,930	...	...	11,41,307
LXXXIX	HOWRAH-SHRAKHALLA (2′ 0″)	6,09,434	30,857	30,096	...	...	6,09,434
XC	BÁNAGHAT-KRISHNAGAR (2′ 6″)	7,27,809	35,941	34,575	...	...	7,27,809
XCI	TÁRAKESHWAR-MAGRA (2′ 6″)	9,51,113	30,562	29,015	...	11,333	9,62,446
XCII	TEZPORE-BÁLIPÁRÁ (2′ 6″)	4,74,177	23,709	22,623	...	...	4,74,177
	Lines owned by native states and worked by companies.						
XCIV	GWALIOR LIGHT (2′ 0″)	22,68,556	17,984	17,338	...	10,711	(*b*) 22,79,267
XCV	THE GAEKWAR'S DABHOI (2′ 6″)	20,73,066	26,308	24,592	...	(*b*) 27,376	21,00,442
XCVI	RAJPIPLA (2′ 6″)	13,06,712	34,967	31,755	...	1,108	13,07,820
	Line owned by native state and worked by state railway agency.						
XCVIII	COOCH BEHAR (2′ 6″)	12,59,345	37,955	35,345	...	18,504	12,77,849
	Line owned and worked by native state.						
XCIX	MORVI (2′ 6″)	24,43,095	25,891	24,838	...	63,319	25,06,414
	TOTAL SPECIAL GAUGES	1,91,02,948	32,368	30,613	4,516	4,15,431	1,95,22,895
	TOTAL OF ALL RAILWAYS	2,80,13,57,478	(*c*) 1,19,384	(*d*) 97,510	1,48,39,500	5,98,23,454	2,87,60,20,432

(*a*) Figures not given as the line was closed from the 28th March 1899 and has not since been re-opened.

(*b*) The decrease as compared with the last year's report is due to certain credits.

(*c*) Calculated on 23,465·15 miles
(*d*) Calculated on 28,728·94 miles
} See notes (*c*) and (*d*) on page *ante*.

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of the working of all railways during 1898 and 1899 are compared in statement No. 25.

Mean mileage worked and capital outlay.

2. The total mean length of all railways worked during 1899 was 22,845 miles as compared with 21,476 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1899, amounted to Rs. 2,87,60,20,432 against Rs. 2,68,09,44,857 at the end of the previous year.

Gross earnings.

3. The gross earnings from all sources showed an increase of 7·16 per cent. The earnings under coaching rose from Rs. 8,68,92,203 in 1898 to Rs. 9,22,58,551 in 1899, under goods from Rs. 17,88,58,880 to Rs. 19,23,74,862 and under steam-boat service and miscellaneous sources from Rs. 88,91,266 to Rs. 96,84,863.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 246·30 against Rs. 244·67 in 1898.

Coaching traffic.

4. The total number of passengers booked showed an increase of 6·79 per cent. as compared with the number booked in 1898. The passenger earnings increased 6·69 per cent., with an increase of 6·53 per cent. in the passenger unit-mileage. The number of passengers carried one mile per mean mile worked was 273,529 as compared with 273,100 in 1898. Of the total number carried, the lower classes contributed 96·45 per cent., the second class 2·81 per cent., and the first class 0·74 per cent. only.

The average distance travelled by each first class passenger was 71·78 miles against 74·67 miles in the previous year, and the average fare was pies 12·59 against pies 12·40 per mile. In the second class, the average distance travelled was 43·90 miles against 48·22 miles, and the average fare 5·31 pies against 4·92 pies per mile; while in the lower classes, the average distance travelled was 38·32 miles against 38·17 miles, and the average fare pies 2·32 per mile, the same as in the previous year.

Under other coaching traffic, there was an increase of Rs. 2,93,039 or 2·66 per cent.

The increase under coaching traffic in 1899 was chiefly due to the withdrawal of the plague restrictions and to a general development of the passenger traffic.

Goods traffic.]

5. The total tonnage of goods lifted showed an increase of 11·68 per cent. as compared with the tonnage lifted in 1898. The total ton-mileage increased 8·06 per cent. and the earnings 7·56 per cent. The number of tons of goods carried one mile per mean mile worked was 272,979 as compared with 268,644 in 1898.

The increase in the earnings from goods traffic was chiefly due to a larger traffic in "Merchandise, general," owing to the movement of food-grains to the famine-stricken districts and to a large development in the coal traffic.

Working expenses.

6. The working expenses increased in 1899 to Rs. 14,01,94,084 from Rs. 13,06,43,525 in 1898. The increase was chiefly due to the increased open mileage and to extensive repairs and renewals of permanent-way and of locomotive engines during the year. The percentage of total working expenses on gross earnings was 47·63 as compared with 47·57 in 1898.

Net earnings and statistical return on capital.

7. The net earnings derived from all railways amounted to Rs. 15,41,24,192 as compared with Rs. 14,39,98,824 in 1898, giving a return of 5·36 per cent. against 5·37 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

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* The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1898-99 and in the present report.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 to 1899 are given in the following table :

Average earnings of the principal railways per mean mile worked per week in five-yearly periods.

STATEMENT No. 23.

Classification No.	Railways.	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.	1897.	1898.	1899. (a)
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.												
I	EAST INDIAN	236	255	384	388	514	573	549	594	597	649	658	700
II	BENGAL CENTRAL (b)	...	...	...	...	...	39	103	127	144	175	158	158
III	BENGAL-NÁGPUR	...	...	...	...	51	156	127	143	142	138	143	152
IV	INDIAN MIDLAND (c)	...	...	...	...	52	90	97	129	119	131	134	139
	State lines worked by the State.												
XI	NORTH WESTERN	...	124	123	147	224	228	216	245	220	225	255	230
XIII	OUDH AND ROHILKHAND	...	...	103	76	149	181	196	245	209	185	194	208
XIV	EASTERN BENGAL	...	154	250	312	434	436	503	576	675	678	645	650
XVI	EAST COAST	...	...	...	...	...	...	...	85	94	100	95	104
	Lines worked by guaranteed companies.												
XVII	GREAT INDIAN PENINSULA (c)	157	236	340	298	456	457	508	503	444	367	450	462
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	49	157	300	285	321	481	539	642	676	595	662	729
XIX	MADRAS (c)	105	118	160	143	164	155	198	234	249	263	246	242
	Line owned by native state and worked by company.												
XXXI	THE NIZAM'S GUARANTEED STATE (c)	...	...	...	79	114	145	131	160	187	205	221	240
	METRE GAUGE.												
	State lines worked by companies.												
XXXIX	BENGAL AND NORTH-WESTERN—												
	TIRHOOT SECTION	...	...	...	40	98	108	123	138	161	159	157	169
	COMPANY'S SECTION	...	...	...	...	...	66	100	115	113	105	112	113
XLI	RAJPUTANA-MALWA	...	...	...	86	130	174	210	264	227	212	241	285
XLIII	SOUTHERN MAHRATTA (c)	...	...	...	...	...	60	87	95	113	116	89	94
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	...	...	...	...	63	73					
XLVI	SOUTH INDIAN (d)	...	71	89	98	104	118	156	151	165	169	156	159
XLVIII	ASSAM-BENGAL	...	...	...	...	...	...	...	64	71	63	86	75
XLIX	BURMA (e)	...	...	...	...	117	173	176	180	167	188	184	179
	State line worked by the State.												
L	EASTERN BENGAL—												
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	...	...	...	...	95	139	162	184	212	195	201	218
	DACCA SECTION	...	...	...	...	...	47	73	101	115	114	129	131
	Assisted company.												
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) (c)	...	...	...	...	...	57	69	83	86	86	104	119
	Lines owned and worked by native states.												
LXXII	JODHPUR-BIKANER—												
	JODHPUR SECTION	...	...	...	...	...	48	57	63	70	67	73	102
	BIKANER SECTION	...	...	...	...	...	...	...	35	53	52	39	37
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (c)	...	...	...	...	...	92	97	101	110	( )103	86	95

(a) See also statements Nos. 26 and 36.
(b) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.
(c) Including branch lines worked.
(d) Including the Pondicherry railway.
(e) The working of this line was transferred to a company from the 1st September 1896.
(f) Excluding the Jámnagar railway.

Net earnings and percentage on capital outlay on the standard and metre gauge railways.

9. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36, chapter IX, were as follows :

On " State lines worked by companies," the net earnings amounted on the standard gauge to Rs. 5,24,05,991, giving a return of 7·10 per cent. on a total capital outlay* of Rs. 73,78,29,325 ; and on the metre gauge to Rs. 2,90,54,467, giving a return of 5·20 per cent. on a total capital outlay* of Rs. 55,87,51,762.

The net earnings of the lines classed as " State lines worked by the State" were on the standard gauge Rs. 2,85,74,191† or 3·66† per cent. on a total capital outlay* of Rs. 78,00,20,809†, and on the metre gauge Rs. 37,11,643‡ or 7·48‡ per cent. on a total capital outlay* of Rs. 4,96,05,652.‡

The net earnings of the " Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 3,02,60,625, giving a return of 5·83 per cent. on a total capital outlay* of Rs. 51,91,05,438.

The net earnings of the lines in the hands of " Assisted companies " were on the standard gauge Rs. 18,29,536, being at the rate of 2·91 per cent. on a total capital outlay* of Rs. 6,29,43,046, and on the metre gauge Rs. 16,74,505, being at the rate of 5·00 per cent. on a total capital outlay* of Rs. 3,35,10,635.

The net earnings derived by the " Native state lines " amounted on the standard gauge to Rs. 29,70,939, giving a return of 5·69 per cent. on a total capital outlay* of Rs. 5,22,37,867, and on the metre gauge to Rs. 27,07,726, giving a return of 5·95 per cent. on a total capital outlay* of Rs. 4,54,71,236.

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* The capital expenditure ere referred to is that shown in chapter VII, statement No. 2 (excluding branches and extensions of the open system still under construction).

† Including the Jammu and Kashmir railway (Native state section).

‡ Excluding the Cawnpore-Burhwal (metre gauge link).

10. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, *including steam-boat service and suspense accounts*, during the last five years.

Net earnings and percentage on capital outlay on the principal railways during the last five years.

These results which are the best obtainable for purposes of comparison from a *statistical* point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (*vide* statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1895.		1896.		1897.		1898.		1899.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings (see also statements Nos. 26 and 36).	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN	3,73,16,417	9·80	3,67,78,683	9·56	4,14,93,461	10·59	4,08,07,270	10·24	4,26,77,983	10·31
II	BENGAL CENTRAL (*a*)	3,98,809	3·92	3,46,732	3·20	4,89,686	4·17	3,68,007	2·91	4,41,812	3·49
III	BENGAL-NÁGPUR	35,41,443	3·59	29,27,869	2·95	29,79,559	2·99	33,63,854	3·37	47,21,814	3·17
IV	INDIAN MIDLAND	18,23,669	1·87	24,48,794	2·27	28,38,159	2·61	30,36,193	2·66	34,71,324	2·74
	State lines worked by the State.										
XI	NORTH WESTERN	1,64,46,997	3·86	1,18,86,409	2·25	1,50,11,817	3·19	1,85,95,794	3·89	1,61,12,155	3·23
XIII	OUDH AND ROHILKHAND	52,55,948	5·01	43,50,907	4·11	36,96,778	3·43	53,07,727	4·56	60,76,595	5·16
XIV	EASTERN BENGAL	55,01,903	9·03	52,99,143	8·37	47,82,119	7·10	50,47,154	7·35	45,39,440	6·47
XVI	EAST COAST	3,29,185	0·70	5,29,705	0·97	8,68,970	1·05	6,51,393	1·14	15,15,082	1·85
	Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA	1,47,38,432	5·27	1,54,20,597	5·51	93,94,397	3·37	1,41,27,268	5·04	1,58,41,461	5·63
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	1,09,37,063	10·87	89,00,862	8·63	64,70,202	6·09	87,42,205	8·05	92,90,394	8·14
XIX	MADRAS	59,45,110	4·89	54,58,773	4·46	61,15,973	4·98	56,02,515	4·54	51,28,770	4·13
	Line owned by native state and worked by company.										
XXXI	THE NIZAM'S GUARANTEED STATE.	15,77,150	3·88	17,28,195	4·23	19,38,769	4·73	22,74,580	5·54	25,01,046	6·02
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION / COMPANY'S SECTION	32,57,825	5·96	32,42,246	5·90	33,69,653	5·95	36,67,472	5·47	41,43,693	5·29
XLI	RAJPUTANA-MALWA	1,39,95,262	10·54	1,09,76,727	8·26	98,64,421	7·47	1,19,99,627	9·04	1,43,87,787	10·76
XLIII	SOUTHERN MAHRATTA	35,40,902	2·91	39,68,777	3·24	40,42,522	3·28	21,39,061	1·72	24,44,561	1·93
XLVI	SOUTH INDIAN	39,34,006	5·09	40,53,149	5·24	43,31,888	5·61	38,66,743	5·15	40,54,847	5·36
XLVIII	ASSAM-BENGAL	—*8,047*	...	33,239	0·13	72,214	0·20	54,552	0·13	3,22,704	0·63
XLIX	BURMA (*b*)	27,02,356	3·70	29,85,751	3·87	38,82,675	4·97	37,88,523	4·82	35,78,407	4·11
	State line worked by the State.										
L	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	32,11,546	8·03	34,64,021	8·63	30,59,717	7·48	30,08,848	7·23	34,53,028	8·14
	DACCA SECTION	2,61,025	3·88	2,39,122	3·55	2,25,157	3·34	2,79,064	4·12	2,58,615	3·60
	Assisted company.										
LVI	ROHILKUND AND KUMAON (Company's section)	4,67,663	4·33	4,55,800	4·15	5,08,095	4·45	7,20,985	6·20	8,67,375	7·45
	Lines owned and worked by native states.										
LXXII	JODHPUR-BIKANER— JODHPUR SECTION	5,69,246	8·85	7,38,273	11·44	7,44,799	11·52	7,30,957	10·34	11,66,845	14·32
	BIKANER SECTION	45,096	4·65	75,382	7·75	65,504	6·73	77,617	4·09	1,04,344	5·18
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	8,98,666	4·70	10,73,513	5·62	9,03,801	4·77	8,28,236	3·71	10,78,178	4·80

(*a*) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.
(*b*) The working of this line was transferred to a company from the 1st September 1896.
N. B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No 26.

Results of working the guaranteed railways.

11. Particulars relating to guaranteed railway transactions are given in statements Nos. 27 to 30. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis, the guaranteed lines are shown (*vide* statement No. 29) to have returned a net revenue of £2,784,662. The guaranteed interest is £2,182,669, and the net earnings are shown to be in excess of the guaranteed interest by £601,993. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1899, are given in statement No. 30. This statement also shows the sterling dividends earned by the companies.

Financial results of working State lines by State agency, excluding non-commercial sections.

12. The financial results of the State lines worked by State agency (excluding the Pishin section, the Mári-Attock, the Sind-Sagar, and Khusálgarh branches of the North Western State railway, which were constructed for military purposes only) for 1898 and 1899, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, chapter VII.

Railway.	Mean mileage worked (from statement No. 32 in the report for 1898-99 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay as shown in chapter VII, statement No. 17.
	1898.					
STANDARD GAUGE.	Miles.	Rs.	Rs.	Rs.		
North Western	1,871·76	3,44,54,844	1,58,40,916	1,86,13,928	45·98	5·20
Hyderabad-Shadipalli	58·91	2,22,647	1,52,488	70,159	68·49	3·47
Oudh and Rohilkhand (*a*)	977·72	98,51,599	45,43,871	53,07,728	46·12	4·17
Eastern Bengal	257·96	86,81,283	36,34,130	50,47,153	41·86	6·44
East Coast	(*b*) 546·07	27,66,678	21,15,284	6,51,394	76·46	0·80
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	54,59,103	24,50,255	30,08,848	44·88	7·18
Dacca section	85·92	5,77,493	2,98,429	2,79,064	51·68	4·12
TOTAL	4,276·81	6,20,13,647	2,90,35,373	3,29,78,274	46·82	4·74
	1899.					
STANDARD GAUGE.						
North Western	1,898·50	3,21,53,678	1,53,45,736	1,68,07,942	47·73	4·63
Hyderabad-Shadipalli	58·91	2,25,242	1,36,779	88,463	60·72	4·81
Oudh and Rohilkhand (*a*)	1,030·36	1,11,38,990	50,62,395	60,76,595	45·45	4·57
Eastern Bengal	267·25	90,52,521	44,63,081	45,89,440	49·30	5·75
East Coast	(*b*) 786·69	43,42,014	28,26,932	15,15,082	65·11	1·75
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	59,75,001	25,21,973	34,53,028	42·21	7·85
Dacca section	85·92	5,84,914	3,26,299	2,58,615	55·78	3·60
TOTAL	4,606·10	6,34,72,360	3,06,83,195	3,27,89,165	48·34	3·75

(*a*) Including the Cawnpore Burhwal (metre gauge link.)

(*b*) Including 2·66 miles (laid on mixed gauge) which is worked over by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.

13. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1898 and 1899 :

Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway.

	1898.			1899.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
Total capital outlay * . . . Rs.	35,81,96,143	15,76,86,948	51,58,33,091	36,29,81,908	15,87,30,861 (a)	52,17,12,769
Mean mileage worked . . Miles	1,871·76	955·01	2,826·77	1,898·50	1,011·80	2,910·30
Train-mileage . . . Miles	8,513,225	1,231,145	9,744,370	8,008,853	1,297,356	9,306,219
Gross earnings . . . Rs.	3,44,54,844	31,47,068	3,76,01,912	3,21,53,678	30,68,081	3,52,21,759
Working expenses . . . Rs.	1,58,40,916	31,86,635	1,90,27,551	1,53,45,736	37,86,800	1,91,32,536
Net earnings . . . Rs.	1,86,13,928	*—39,567*	1,85,74,361	1,68,07,942	*—7,15,719*	1,60,89,223
Percentage of working expenses on gross earnings.	45·98	101·26	50·60	47·73	123·43	54·32
Percentage of net earnings on total capital outlay.	5·20	...	3·60	4·63	...	3·08

*As shown in chapter VII, statement No. 17.

(a) Excluding capital outlay on the Nowshera-Dargai (2′ 6″) railway.

Capital expenditure and general results of working of all railways.

14. Including steam-boat service, and the capital expenditure on suspense accounts, the total general results of working of all railways during 1899 were as follows:

	Standard gauge.*	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year . . . Miles	13,543·18	9,340·65	590·18	23,474·01
Mileage of single track, ncluding sidings . . „	17,537·70	10,581·34	624·02	28,743·06
Mean mileage worked during the year . . „	13,393·81	8,990·16	461·37	22,845·34
Total capital outlay on open lines † . . . Rs.	2,15,21,36,476	70,43,61,061	1,95,22,895	2,87,60,20,432
Average cost per mile open ‡ . . . . . „	1,55,088	73,000	32,368	1,19,339
Average cost per mile of single track, including sidings‡ „	1,19,764	64,440	30,613	97,462
Gross earnings . . . . . „	21,70,67,237	7,49,54,384	22,96,655	29,43,18,276
Working expenses . . . . . „	10,10,25,955	3,76,32,341	15,35,788	14,01,94,084
Percentage of working expenses on gross earnings „	46·54	50·21	66·87	47·63
Net earnings . . . . . „	11,60,41,282	3,73,22,043	7,60,867	15,41,24,192
Percentage of net earnings on total capital cost of open line.	5·39	5·30	3·90	5·36

Statistical results of working the principal standard and metre gauge railways.

15. From statement No. 26, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1899 the average gross earnings per total train-mile were Rs. 4·11 on the standard gauge and Rs. 3·19 on the metre gauge, the highest on the standard gauge being Rs. 6·26 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·78, on the Bengal Central railway. The highest on the metre gauge was Rs. 3·93 on the Rajputana-Malwa railway, and the lowest, Rs. 2·24, on the Bikaner section of the Jodhpur-Bikaner railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 32·84 on the East Indian railway to 65·11 on the East Coast State railway, and on the metre gauge from 38·88 on the Jodhpur section of the Jodhpur-Bikaner railway to 80·08§ on the Assam-Bengal railway, the average of the standard gauge lines being 46·50, and of the metre gauge, 50·04.

The average working expenses per total train-mile were Rs. 1·91 on the standard gauge and Rs. 1·60 on the metre gauge, the highest being Rs. 2·93 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2·12§ on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 2·94 on the standard gauge and Rs. 2·89 on the metre gauge, the highest on the standard gauge being Rs. 3·96 on the Nizam's Guaranteed State railway and the lowest, Rs. 1·98, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 4·98 on the Assam-Bengal railway, and the lowest, Rs. 1·65, on the Bikaner section of the Jodhpur-Bikaner railway.

The average number of passengers carried in a passenger train was 191·23 on the standard gauge and 217·77 on the metre gauge, the highest on the standard gauge being 272·47 on the Nizam's Guaranteed State railway, and the lowest, 125·68, on the Great Indian Peninsula railway. The highest on the metre gauge was 285·80 on the Assam-Bengal railway, and the lowest, 134·86, on the Bikaner section of the Jodhpur-Bikaner railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·72 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·77 pie on the Rajputana-Malwa railway, the average receipts per passenger on this line being 2·12 pies.

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* Including the Cawnpore-Burhwal (metre gauge link).

† The capital expenditure here referred to is that shown in chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

‡ Excluding steam-boat and suspense.

§ See foot-note (*h*) in the last page of statement No. 26.

The average distance travelled by passengers was on the standard gauge 40·52 miles and on the metre gauge, 37·14 miles.

The average goods earnings per goods train-mile were Rs. 4·75 on the standard gauge and Rs. 3·17 on the metre gauge, the highest on the standard gauge being Rs. 8·78 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·19, on the Bengal Central railway. The highest on the metre gauge was Rs. 4·14 on the Rajputana-Malwa railway, and the lowest, Rs. 1·52,* on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·58 pies on the East Indian railway, standard gauge, and 2·41 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·60 pies and 5·30 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 173·11 miles and on the metre gauge, 133·83 miles.

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* See foot-note (*h*) in the last page of statement No. 26.

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	Details.		Previous year. Standard gauge.*	Previous year. Metre gauge.‡	Previous year. Special gauges.	1899 Standard gauge.*	1899 Metre gauge.
1	Open mileage on the 31st December	Miles.	12,865·53	8,677·99	416·86	13,543·18	9,340·65
2	Mean mileage worked during the year	Miles.	12,526·30	8,539 91	409·43	13,393·81	8,990·16
3	Capital outlay on open lines, including steam-boat service and suspense accounts†	Rs.	2,01,40,17,967	65,19,36,024	1,49,90,866	2,15,21,36,476	70,43,61,061
4	Number of passengers booked	No.	97,239,429	53,134,685	2,210,207	105,438,509	54,869,059
5	Number of passengers booked per mean mile worked	No.	7,768	6,227	5,398	7,872	6,103
6	Tonnage of goods booked	Tons.	26,974,285	9,147,550	229,065	29,994,123	10,322,931
7	Tonnage of goods booked per mean mile worked	Tons.	2,153	1,071	559	2,239	1,148
8	Passenger unit-miles and average distance travelled—						
	1st class	Unit-miles	39,922,441	8,724,824	(c)318,944	39,916,627	8,479,788
		Av. distance	78·89	61·12	(c)45·50	76 06	57·64
	2nd class	Unit-miles	148,477,248	31,142,373	(c)1,055,472	141,569,220	31,873,691
		Av. distance	48·37	47 63	(c)44·99	43·19	47·36
	Intermediate or 3rd and 4th or lowest classes.	Unit-miles	3,712,566,364	1,860,541,664	(c)13,558,651	4,032,531,896	1,923,776,526
		Av. distance	39 63	35·55	(c)35·75	39·68	35·59
	Total	Unit-miles	3,900,966,053	1,900,408,861	(d)19,891,795	4,214,017,743	1,964,135,005
		Av. distance	40.12	35·77	(d)28·52	39 97	35·43
9	Passenger unit-miles per mean mile worked	Miles	311,634	222,728	(d)74,973	314,624	218,476
10	Ton-mileage and average lead of goods	Ton-miles	4,674,224,162	(b)1,053,654,041	(e)5,507,949	4,927,393,547	(b)1,261,781,179
		Av. lead.	177 98	(b)117·88	(e)33·71	164 28	(b) 125·13
11	Ton-mileage per mean mile worked	Tons	373,407	(b) 123,488	(e)18,878	367,886	(b) 140,469
12	Train-miles	Miles	(a)50,273,825	21,442,751	719,998	(a)53,027,592	23,497,072
13	Train-miles per mean mile worked	Miles	(a)4,016	2,511	1,759	(a)3,962	2,614
	Gross earnings—						
14	Coaching — Passengers	Rs.	5,19,03,165	2,30,44,546	(f)9,07,335	5,60,53,148	2,38,35,073
	Coaching — Other coaching traffic	Rs.	85,82,608	23,20,048	1,34,501	89,00,438	23,12,973
	Total	Rs.	6,04,85,773	2,53,64,594	10,41,836	6,49,53,586	2,61,48,046
15	Goods	Rs.	13,92,95,183	3,85,78,231	9,85,466	14,56,27,801	4,56,50,865
16	Steam-boat, telegraph and miscellaneous	Rs.	61,60,460	26,93,003	37,803	64,85,850	31,55,473
	Total gross earnings	Rs.	20,59,41,416	6,66,35,828	20,65,105	21,70,67,237	7,49,54,384
17	Gross earnings per mean mile worked per week, excluding steam-boat	Rs.	315·62	147·67	97·00	311·11	157·49
	Working expenses—						
18	Maintenance	Rs.	2,25,20,496	85,83,537	2,78,922	2,47,21,680	92,02,011
19	Locomotive	Rs.	3,18,85,258	1,06,75,583	4,44,149	3,46,86,446	1,21,03,557
20	Carriage and wagon	Rs.	1,03,56,358	28,90,081	1,19,196	1,02,55,320	30,15,909
21	Traffic	Rs.	1,58,21,810	60,06,881	2,58,613	1,67,33,167	61,62,158
22	General	Rs.	85,25,479	48,94,280	2,38,474	89,97,815	50,06,616
23	Steam-boat, special and miscellaneous and rent of leased lines	Rs.	43,37,432	13,95,220	30,993	44,29,724	18,00,283
24	Contribution to Provident Fund	Rs.	10,94,081	2,79,059	7,623	12,01,803	3,42,707
	Total working expenses	Rs.	9,45,40,914	3,47,24,641	13,77,979	10,10,25,955	3,76,32,341
25	Percentage of working expenses on gross earings	per cent.	45·91	52 11	66·73	46 54	50·21
26	Net earnings	Rs.	11,14,00,502	3,19,11,187	6,87,135	11,60,41,282	3,73,22,043
27	Percentage of net earnings on total capital outlay† on open line, including suspense	Per cent.	5·53	4·89	4·58	5·39	5·30

* Including the Cawnpore-Burhwal (metre gauge link).
† The capital outlay here referred to is that shown in chapter VII, statement No. 22 in the report for 1898-99 and in the present report,
‡ Excluding the Mymensingh-Jamálpur-Jagannathganj railway.

No. 25.

with the 31st December 1898 and the 31st December 1899.

Special gauges.	Total of all gauges. Previous year.	Total of all gauges. 1899.	Increase or decrease in 1899.	Percentage of increase or decrease. Increase.	Percentage of increase or decrease. Decrease.	Progressive No.	Remarks.
590·18	21,960·38	23,474·01	1,513 63	6·89	...	1	See also statement No. 32. chapter IX.
461·37	21,475·64	22,845·34	1,369·70	6·38	...	2	See also statement No. 32. chapter IX.
1,95,22,895	2,68,09,44,857	2,87,60,20,432	1,95,075,575	7 28	...	3	(a) Excluding the Calcutta Port Commissioners' railway. See also statement No. 22, chapter VII.
2,637,299	152,584,321	162,944,867	10,360,546	6·79	...	4	See also statement No. 33, chapter IX.
5,716	7,110	7,133	23	0·32	...	5	(b) Excluding the Ledo and Tikak-Margherita colliery railway.
281,466	36,350,900	40,598,520	4,247,620	11·68	...	6	See also statement No. 34, chapter IX.
610	1,693	1,777	84	4·96	...	7	(c) Excluding the Jorhát, Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Tezpore-Bálipárá, Gwalior Light, Gaekwar's Dabhoi and Rajpipla railways.
(e) 289,489	(c) 48,966,209	(c) 48,685,904	—280,305	...	—0·57	8	(d) Excluding the Jorhát, Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Gwalior Light and Tezpore-Bálipárá railways. See also statement No. 35, chapter IX.
(c) 45·21	(c) 74·67	(c) 71·78	—2·89	...	—3·87		
(c) 992,201	(c) 180,675,093	(c) 174,440 112	—6,234,981	...	—3·45		
(c) 44·76	(c) 48·22	(c) 43·90	—4·32	...	—8·96		
(c) 14,943,815	(c)5,586,666,679	(c)5,971,252,237	384,585,558	6·88	...		(e) Excluding the Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ranaghat-Krishnagar, Tarakeshwar-Magra, Tezpore-Bálipárá and Gwalior Light railways.
(c) 35·38	(c) 38·17	(c) 38 32	0·15	0·39	...		
(d) 23,004,490	(d)5,821,266,709	(d)6,201,157,238	379,890,529	6·53	...		
(d) 27·38	(d) 38·53	(d) 38·48	—0·05	...	—0·10		
(d) 80,718	(d) 273,160	(d) 273,529	429	0·16	...	9	
(g) 6,565,927	(b) & (e) 5,733,386,152	(g)6,195,740,653	462,354,501	8·06	...	10	See also statement No. 35, chapter IX.
(g) 32·92	(b) & (e) 162·12	(b) & (g) 152·92	—9·20	...	—5·67		
(g) 20,979	(b) &(e)268,644	(b) & (g)272,979	4,335	1·61	...	11	(f) Including other coaching traffic of the Jorhát railway.
806,192	(a) 72,436,574	(a) 77,330,856	4,894,282	6·76	...	12	See also statement No. 45, chapter XIII.
1,747	(a) 3,374	(a) 3,386	12	0·36	...	13	(g) Excluding the Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Tezpore-Bálipárá and Gwalior Light railways.
(f) 10,40,135	(f) 7,58,55,046	(f) 8,09,28,356	50,73,310	6·69	...	14	See also statements Nos. 33 and 36, chapter IX.
1,16,784	1,10,37,157	1,13,30,195	2,93,038	2·66	...		
11,56,919	8,68,92,203	9,22,58,551	53,66,348	6·18	...		
10,96,196	17,88,58,880	19,23,74,862	1,35,15,982	7·56	...	15	See also statements Nos. 34 and 36, chapter IX.
43,540	88,91,266	96,84,863	7,93,597	8·93	...	16	
22,96,655	27,46,42,349	29,43,18,276	1,96,75,927	7·16	...	...	
95·47	**244·67**	**246·30**	**1·63**	**0·67**	...	17	
3,81,648	3,13,82,955	3,43,05,339	29,22,384	9·31	...	18	
4,09,961	4,30,04,990	4,71,99,964	41,94,974	9·75	...	19	
1,52,395	1,33,65,635	1,34,22,724	57,089	0·43	...	20	
3,08,669	2,20,87,304	2,31,98,994	11,11,690	5·03	...	21	See also statements Nos. 36 and 37 chapter IX.
2,51,657	1,36,58,233	1,42,56,088	5,97,855	4·37	...	22	
30,178	57,63,645	62,60,185	4,96,540	8·62	...	23	
6,290	13,80,763	15,50,790	1,70,027	12·31	...	24	
15,35,788	13,06,43,525	14,01,94,084	95,50,559	7·31	...	...	
66·87	**47·57**	**47·63**	**0·17**	**0·36**	...	25	
7,60,867	14,39,98,824	15,41,24,192	1,01,25,368	7·03	...	26	
3·90	**5·37**	**5·36**	*—0·01*	...	*—0·19*	27	

giving the expenditure on lines open to traffic only, and excluding the *premia* on lines purchased and expenditure on unopen extensions.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.		STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED	
			I East Indian	II Bengal Central.	III Bengal-Nágpur.	IV Indian Midland. (*d*)	XI North Western. (*f*)	XIII Oudh and Rohilkhand †
	STANDARD GAUGE.							
1	Miles open on the 31st December 1899	Miles	1,710·67	125·01	1,191·81	1,112·12	2,928·88	1,030·36
2	Total length of sidings	,,	509·99	22·03	138 81	130·40	669·19	143·21
3	Total length of single track, including sidings	,,	2,694 91	147·04	1,330·62	1,242·52	3,768·56	1,173·57
4	Mean mileage worked during the year	,,	(*b*) 1,747·28	(*c*) 138·89	1,150 99	(*e*) 1,107·09	(*g*) 2,926·22	1,030·36
5	Capital outlay on open line to the 31st December 1899, *including steam-boat service and suspense**	Rs.	41,37,83,173	1,26,78,629	14,90,55,934	12,65,81,986	49,95,07,072	11,78,13,622
6	Capital outlay on open line to the 31st December 1899, *exclusive of steam-boat service and suspense**	,,	39,99,15,424	1,23,31,929	14,73,52,392	12,47,82,195	48,58,10,154	11,62,40,710
7	Average cost per mile of railway(*a*)	,,	2,33,777	98,648	1,23,637	1,12,202	1,64,972	1,12,816
8	Average cost per mile of single track, including sidings(*a*)	,,	1,48,397	83,868	1,10,740	1,00,427	1,28,214	99,019
9	Coaching earnings	,,	1,84,20,380	6,93,483	21,52,487	26,33,620	1,17,09,448	42,57,647
10	Goods earnings		4,40,48,103	3,38,338	63,63,627	51,74,411	2,26,14,319	57,89,497
11	Gross earnings	,,	6,35,45,974	11,39,688	90,73,459	79,83,761	3,52,73,292	1,11,38,990
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings	,,	700	158	152	139	230	208
13	Working expenses	,,	2,08,67,991	6,97,876	43,51,645	45,12,437	1,91,61,137	50,62,395
14	Working expenses per cent. of gross earnings	Per cent.	32·84	61 23	47·96	56·52	54·32	45·45
15	Net earnings	Rs.	4,26,77,983	4,41,812	47,21,814	34,71,324	1,61,12,155	60,76,595
16	Net earnings per cent. on capital outlay (5)	Per cent.	10·31	3·49	3·17	2·74	3·23	5·16
17	Net earnings per cent. on paid-up capital	,,	...	...	2·76	2·73	...	...
18	Passenger train-miles	Miles	5,013,312	255,602	832,758	973,113	3,970,340	1,487,070
19	Goods train-miles	,,	9,131,205	154,573	1,495,547	1,307,243	5,359,807	1,695,045
20	Total train-miles	,,	14,144,517	410,175	2,328,305	2,280,356	9,330,147	3,182,115
21	Coaching earnings per passenger train-mile	Rs.	3·67	2·71	2·58	2·71	2·95	2·86
22	Goods earnings per goods train-mile	,,	4·82	2·19	4·26	3·96	4·22	3·42
23	Gross earnings per train-mile	,,	4·50	2 78	3·90	3·50	3·78	3·36
24	Working expenses per train-mile	,,	1·48	1·70	1·87	1·98	2·05	1 61
25	Net earnings per train-mile	,,	3·02	1·08	2·03	1·52	1·73	1·75
26	Cost of train staff per train-mile	Annas	0·96	0·59	0·62	0·58	(*h*) 0·79	0·70
27	Average number of passengers in a passenger train	No.	228·17	155·46	214·70	144·85	204·46	185·80
28	Average distance travelled by a passenger	Miles	61·00	22·95	60·88	69·42	52·05	43·22
29	Average number of tons in a goods train	Tons	201·29	62·58	152·87	120·75	155·78	120·03
30	Average distance over which a ton of goods was hauled	Miles	207·97	69·05	123·47	157·74	184·20	103 03
	Average number of vehicles (excluding brake-vans)—							
31	In each passenger train	No.	14·41	14 58	10·68	10·00	12·67	10·82
32	In each goods train	,,	33·06	22·94	23·87	39·00	31·08	28·72
33	In each mixed train { Passenger carriages	,,	14·50	13·10	6·58	7·00	9·33	9·17
	In each mixed train { Goods vehicles	,,	3·07	11·95	20·21	11·00	6·49	6·73
34	Number of passengers carried one mile	Unit-miles	1,143,904,355	39,734,184	178,792,157	140,952,843	811,790,471	276,290,876
35	Number of tons of goods carried one mile	Ton miles	1,838,047,525	9,672,993	228,626,869	157,852,607	834,952,793	203,457,751
	Average cost of hauling for one mile—							
36	One passenger unit	Pies	0·72	1·45	1·09	1·65	1·19	1·12
37	One ton of goods	,,	1·58	5·08	2·60	3·61	2·97	2·65
	Average sum received for carrying for one mile—							
38	One passenger unit	Pies	2·71	3·04	2·09	2 88	2·43	2·67
39	One ton of goods	,,	4·60	6·72	5·34	6·29	5·20	5 46

* The capital outlay here referred to is that shown in chapter

† Including the Cawnpore-Burhwal (metre gauge

‡ Including 2·66 miles (laid on the

§ Including 1·60 miles of metre gauge

‖ Madras railway proper.

No. 26.

railways during the year ending with the 31st December 1899.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XIV Eastern Bengal.	XVI East Coast.	XVII Great Indian Peninsula. (*i*)	XVIII Bombay, Baroda and Central India. (*k*)	XIX Madras railway system.	XXXI The Nizam's Guaranteed State. (*n*)			
267·79	‡ 804·70	1,288·01	460·90	853 39	350·71	12,124·35	1	(*a*) Excluding steam-boat service and suspense.
130 89	$ 116·97	261·09	116·43	147·53	41·91	2,428·45	2	(*b*) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
510·89	921·67	2,011·02	721·05	1,043·32	392·62 (*o*)	15,957·79	3	
267·25	786·69	1,491·31	460·90	856 38	354·70	12,318·06	4	(*c*) Including 13·88 miles of the Eastern Bengal State railway worked over.
7,09,00,927	8,18,01,676	28,67,34,923	11,48,82,264 (*l*)	12,34,88,251	4,30,71,382	2,03,42,99,839	5	(*d*) Including the Bhopal-Itársi, Bína-Goona-Bárán and Bhopal-Ujjain railways, except as regards item 17.
6,62,95,903	8,00,63,314	27,65,95,105	11,05,89,837 (*l*)	12,09,67,750	4,23,95,647	1,98,33,40,360	6	(*e*) Including 15·72 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway, 3·13 miles of the Rajputana-Malwa railway, and 1·98 miles of the Bengal-Nágpur railway worked over.
2,47,567	99,674	2,14,747	2,39,943 (*l*)	1,41,750	1,20,885	1,63,583	7	
1,29,766	87,005	1,37,540	1,53,373 (*l*)	1,15,944	1,07,981	1,24,287	8	
30,30,047	21,31,953	82,11,223	47,30,820	36,14,784	8,85,198	6,24,71,090	9	
55,10,933	20,54,015	2,72,15,866	1,23,51,472	69,04,795	34,21,651	14,17,87,027	10	(*f*) Including the Jammu and Kashmir railway (Native state section) except as regards items 1, 2, 3, 5, 6, 7, 8 and 16, but excluding the Hyderabad-Shadipalli, Rájpura-Bhátinda and Southern Punjab (Delhi-Samásata) railways.
90,52,521	43,42,014	3,58,09,430	1,74,65,045	1,07,72,971	44,22,373	21,00,19,518	11	
649	104	462	729	242	240	327	12	
44,63,081	28,26,932	1,99,67,969 (*j*)	81,74,651	56,44,201	19,21,327 (*p*)	9,76,51,642	13	(*g*) Including 13·00 miles of the East Indian railway and 1 77 miles of the Delhi-Umballa-Kalka railway worked over.
49 30	65·11	55·76	46 81	52·39	43·45	46·50	14	
45,89,440	15,15,082	1,58,41,461	92,90,394	51,28,770	25,01,046	11,23,67,876	15	(*h*) Including the Hyderabad-Shadipalli, Rájpura-Bhátinda and Southern Punjab (Delhi-Samásata) railways.
6·47	1·85	5·63	8·14	4·13	6·02	5·52	16	
...	...	5·60	8·58	‖4·18	5·21	...	17	(*i*) Including the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
1,056,379	629,981	4,157,497	1,380,651	1,234,615	223,561	21,214,879	18	
950,999	862,938	5,296,435	1,406,913	1,461,239	729,904	29,851,848	19	(*j*) Including rent of leased lines (Rs. 4 43,659), but excluding charges incurred direct by the State.
2,007,378	1,492,919	9,453.932	2,787,564	2,695,854	953,465	51,066,727	20	
2·87	3·38	1·98	3·43	2·93	3·96	2·94	21	(*k*) Including the Pátri branch.
5 79	2 38	5·14	8·78	4·73	4·69	4·75	22	(*l*) Including the State outlay on the Pátri branch (Rs. 8,08,000). Excluding this outlay, the cost per mile is Rs. 2,38,189 and per mile of single track including sidings Rs. 1,52,252.
4 50	2·91	3·79	6·26	4·00	4·64	4·11	23	
2·22	1·89	2·11	2·93	2·09	2·01	1·91	24	
2·28	1·02	1·68	3·33	1·91	2·63	2·20	25	(*m*) Including the Gaekwar's Petlád, Nágdá-Ujjain and Tápti Valley railways.
0·90	0 69	1 44	(*m*) 0·58	0·71	0·79	...	26	
181·45	233·25	125·68	216·21	198·38	272·47	191·23	27	(*n*) Including the Bezwada extension (East Coast State) except as regards items 15, 16 and 17.
25·43	39·02	32·36	18·62	30·41	49 49	40·52	28	
143·47	107·99	141·13	218 91	109·10	165·98	162·07	29	(*o*) Including 3·10 miles worked over twice by each train, and 0 89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only.
87·22	109·38	249·42	153·79	120·72	138·39	173·11	30	(*p*) Including rent of leased line (Rs. 1,84,365).
14·07	18·19	11·00	11·92	10·54	9·71	...	31	
35·56	13·64	27·00	43·45	25·23	23·34	...	32	
10·17	7·70	6·00	11·26	5·18	7·31	...	33	
5·42	6·08	7·00	9·79	17·55	19·34	...		
191,683,808	146,943,658	522,502,439	298,516,116	244,919,188	60,914,187	4,056,944,282	34	
136,441,832	93,188,499	747,477,904	307,990,223	159,428,447	121,151,586	4,838,289,029	35	
1·39	1·25	1·92	1·35	1 19	0 82	...	36	
3·69	3·34	3·38	3 41	4·53	2·11	...	37	
2·69	2·60	2·34	2·62	2·36	2·38	...	38	
7·75	4·23	6·99	7·70	8·32	5·42	...	39	

VII, statement No. 22, which is that on lines open to traffic, excluding *premia* on lines purchased and expenditure on unopen extensions.
link), excepting items 23 to 26 and 31 to 33.
mixed gauge) and 0·33 mile (metre gauge).
sidings.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. XXXIX Bengal and North-Western—Tirhoot and Company's sections.	XLI Rajputana-Malwa.	XLIII Southern Mahratta railway system.	XLVI South Indian. (*f*)	XLVIII Assam-Bengal. (*h*)
	METRE GAUGE.					
1	Miles open on the 31st December 1899 . . . Miles	1,084·80	1,672·47	1,592·26	1,038·33	(*i*) 434·66
2	Total length of sidings . . . . . ,,	159·45	(*b*) 258·73	168·16	123 82	57·01
3	Total length of single track, including sidings . . ,,	1,244·25	1,958·62	1,760·42	1,162·15	491·67
4	Mean mileage worked during the year . . . ,,	1,048 72	1,673 20	(*d*) 1,559·73	1,031·54	413 46
5	Capital outlay on open line to the 31st December 1899 *including steam-boat service and suspense** . . Rs.	7,83,33,964	13,37,30,253	12,69,89,089	7,57,15,551	5,40,37,036
6	Capital outlay on open line to the 31st December 1899 *exclusive of steam-boat service and suspense** . . ,,	7,37,23,023	13,04,51,310	12,51,15,888	7,33,52,379	5,09,62,000
7	Average cost per mile of railway (*a*) . . . ,,	67,960	77,999	78,578	70,635	1,17,246
8	Average cost per mile of single track, including sidings (*a*) . . . . . ,,	59,251	67,549	71,072	63,118	1,03,651
9	Coaching earnings . . . . . ,,	27,50,595	64,20,355	19,84,789	42,57,951	9,27,737
10	Goods earnings . . . . . ,,	41,36,297	1,79,11,809	54,24,194	41,33,953	6,47,365
11	Gross earnings . . . . . ,,	77,69,669	2,48,30,345	75,87,470	85,19,767	16,19,647
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . ,,	132	285	94	159	75
13	Working expenses . . . . . ,,	36,25,976	1,04,42,608	51,42,909	44,64,920	12,96,943
14	Working expenses per cent. of gross earnings . Per cent.	46·67	42·06	67·78	52·41	80·08
15	Net earnings . . . . . Rs.	41,43,693	1,43,87,737	24,44,561	40,54,847	3,22,704
16	Net earnings per cent. on capital outlay (5) . Per cent.	5·29	10·76	1·93	5·36	0·63
17	Net earnings per cent. on paid up capital . . ,,	...	...	(*e*) 3·11	...	0·89
18	Passenger train-miles . . . . . Miles	1,324,776	2,001,177	798,397	1,610,581	186,110
19	Goods train-miles . . . . . ,,	1,500,061	4,323,902	2,089,348	1,650,709	425,121
20	Total train-miles . . . . . ,,	2,824,837	6,325,079	2,887,745	3,261,290	611,231
21	Coaching earnings per passenger train-mile . . Rs.	2·08	3·21	2·49	2·64	4·98
22	Goods earnings per goods train-mile . . . . ,,	2·76	4·14	2·60	2·50	1·52
23	Gross earnings per train-mile . . . . . ,,	2·75	3·93	2·63	2·61	2·65
24	Working expenses per train-mile . . . . ,,	1·28	1·65	1·78	1·37	2·12
25	Net earnings per train-mile . . . . . ,,	1·47	2·28	0·85	1·24	0·53
26	Cost of train staff per train-mile . . . . Annas	0·46	(*c*) 0·62	0·67	(*g*) 0·41	0·60
27	Average number of passengers in a passenger train . No.	179·78	257 72	180·12	228·91	285·80
28	Average distance travelled by a passenger . . Miles	33·63	52·24	44·21	32·09	37·39
29	Average number of tons in a goods train . . . Tons	99·96	117·46	79·96	54·85	79·73
30	Average distance over which a ton of goods was hauled . . . . . Miles	115·57	239·16	152·68	66·64	71·85
	Average number of vehicles (excluding brake-vans)—					
31	In each passenger train . . . . . No.	11·00	14·06	10·12	14·06	15·00
32	In each goods train . . . . . ,,	27·00	31·82	24·89	12·07	27·00
33	In each mixed train { Passenger carriages . . ,,	17·00	13·40	7·21	16·09	14 00
	{ Goods vehicles . . . ,,	18·00	12·20	13·82	16 48	19·00
34	Number of passengers carried one mile . . Unit-miles	238,166,986	515,743,459	143,804,242	368,681,071	53,189,986
35	Number of tons of goods carried one mile . . Ton-miles	149,949,228	507,876,508	167,054,107	90,534,388	33,896,959
	Average cost of hauling for one mile—					
36	One passenger unit . . . . . Pies	0·87	0·77	1·45	(*g*) 0·94	1·24
37	One ton of goods . . . . . ,,	2·41	2·93	4·39	(*g*) 4·85	4·90
	Average sum received for carrying for one mile—					
38	One passenger unit . . . . . Pies	2·08	2·12	2·21	2·08	3·10
39	One ton of goods . . . . . ,,	5·30	6·77	6·23	8·77	3 67

* The capital outlay here referred to is that shown in chapter

No. 26—*concld.*

railways during the year ending with the 31st December 1899—concld.

XLIX Burma.	State line worked by the State. L Eastern Bengal. Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	State line worked by the State. L Eastern Bengal. Dacca section.	Assisted company. LVI Rohilkund and Kumaon railway system.	Lines owned and worked by native states. LXXII Jodhpur-Bikaner. Jodhpur section.	Lines owned and worked by native states. LXXII Jodhpur-Bikaner. Bikaner section.	LXXIV Bhávnagar-Gondal-Junágad-Portandar railway system.	Total and average of principal netre gauge lines.	Progressive No.	Remarks.
						(k)			
993·34	478·47	85·92	285·09	380·50	95·00	455·18	8,596·02	1	(a) Excluding steam-boat service and suspense.
151·22	83·81	14·71	35·96	11·40	2·20	50·68	1,117·15	2	(b) Including 5·17 miles of main line laid on the standard gauge.
1,156·56	562·28	100·63	321·05	391·90	97·20	505·86	9,752·59	3	
943·50	478·47	85·92	280·77	358·47	90·42	455·18	8,419·38	4	(c) Including the Pálanpur-Deesa, Gaekwar's Mehsána and Ahmedabad-Patántij railways.
8,70,30,250	4,24,23,866	71,81,786	1,16,38,524	81,48,213	20,14,734	2,24,54,143	54,96,97,409	5	
8,47,89,912	4,13,68,831	71,81,786	1,14,32,272	81,48,213	20,14,734	2,20,36,710	53,05,77,058	6	
85,358	86,461	83,587	40,101	21,414	21,208	(l) 49,374	73,432	7	(d) Including 2·66 miles (laid on mixed gauge) and 0·33 mile (metre gauge) of the East Coast State railway worked over by the Southern Mahratta railway.
73,312	73,573	71,368	35,609	2,0792	20,728	(m) 44,814	64,751	8	
43,08,061	18,43,802	3,91,398	6,23,137	5,27,889	49,526	10,67,407	2,51,52,647	9	
43,00,099	35,19,230	1,74,644	8,98,594	13,49,755	1,11,846	11,09,395	4,37,17,091	10	(e) Southern Mahratta and Mysore railways only.
88,25,725	59,75,001	5,84,914	17,37,783	19,09,097	1,74,539	22,42,609	7,17,76,566	11	(f) Including the Pondicherry railway.
179	218	131	119	102	37	95	161	12	(g) Including the Máyavaram-Mutupet, Pondicherry and Káraikkal-Peralam railways
52,47,318	25,21,973	3,26,299	8,70,408	7,42,252	70,195	11,64,431	3,59,16,232	13	
59·45	42·21	55·78	50·09	38·88	40·22	51·92	50·04	14	(h) The results shown under this railway are abnormal owing chiefly to the undeveloped state of the traffic on the line and to the temporary closing of certain portions of the open sections on account of the earthquake.
35,78,407	34,53,028	2,58,615	8,67,375	11,66,845	1,04,344	10,78,178	3,58,60,334	15	
4·11	8·14	3·60	7·45	14·32	5·18	4·80	5·52	16	
3·31	...	...	...	...	...	...	...	17	
1,306,442	671,941	130,905	165,485	156,418	29,963	331,113	8,713,308	18	(i) Including the Jamuna Mukh-Lumding section, 35·70 miles, temporarily closed from the 2nd October 1899.
1,639,354	996,785	93,618	414,576	339,846	47,903	283,506	13,804,734	19	
2,945,796	1,668,726	224,523	580,061	496,264	77,871	614,619	22,518,042	20	
3·30	2·74	2·99	3·77	3·37	1·65	3·22	2·89	21	(j) No passenger trains were run.
2·62	3·53	1·87	2·17	3·97	2·33	3·91	3·17	22	
3·00	3·58	2·60	3·00	3·85	2·24	3·65	3·19	23	
1·78	1·51	1·45	1·50	1·50	0·90	1·90	1 60	24	
1·22	2·07	1·15	1·50	2·35	1·34	1·75	1·59	25	(k) Including 8·86 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
0·69	0·55	0·56	0·37	0·17	0·10	0·42	...	26	
214·70	173·98	206·94	243·76	280·55	134·86	196·90	217·77	27	
27·90	42·99	21·50	34·42	57·05	37·42	34·62	37·14	28	
76·28	74·30	48·58	61·96	86·36	53·17	61·42	88·95	29	(l) Calculated on 446·32 miles, excluding dock mileage, *vide* note (k).
111·51	116·15	63·44	68·97	105·76	40·65	55·07	133·33	30	
13·64	17·73	10·91	)	13·14	15·27	8·84	...	31	
30·27	31·73	21·65	26·00	26·26	20·92	27·32	...	32	(m) Calculated on 491·74 miles, excluding the length of single track including sidings of dock line.
11·65	11·83	12·51	11·00	9·55	5·24	12·11	...	33	
13·20	8·76	7·66	9·00	13·38	9·27	7·52	...		
280,498,605	116,903,181	27,089,932	40,338,028	43,883,104	4,040,940	65,197,408	1,897,536,942	34	
125,055,640	74,058,223	4,548,050	25,687,761	29,349,312	2,547,056	17,411,789	1,227,969,021	35	
1·34	0·96	1·10	1·07	0·83	0·87	1·46	...	36	
4·64	3·83	5·90	3·47	3·33	2·84	6·20	...	37	
2·81	2·67	2·61	2·59	2·07	2·09	2·91	...	38	
6·60	9·12	7·37	6·72	8·83	8·43	12·23	...	39	

VII, statement No. 22, which is that on lines open to traffic, excluding *premia*, on lines purchased and expenditure on unopen extensions.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1899, the net revenue of these railways to the 30th June 1899 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1898.	Interest advanced during 1899.				Total. (b)	Aggregate of net revenue balances for the several half-years to the 30th June 1899.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital (a).	Total.			
		£	£	£	£	£	£	£	£
XVII	Great Indian Peninsula	40,531,535	1,193,873	1,096	307	1,195,276	41,726,811	38,135,966	3,590,845
XVIII	Bombay, Baroda and Central India . . .	14,156,266	441,568	104	8,776	450,448	14,606,714	14,042,628	564,086
XIX	Madras	18,947,753	535,270	...	—307	534,963	19,482,716	11,078,726	8,403,990
	TOTAL	73,635,554	2,170,711	1,200	8,776	2,180,687	75,816,241	63,257,320	12,558,921

(a) Interest on overdrawn capital is for the year 1899, being charged in that year by transfer entry.

(b) Represents interest due up to the 30th June 1899 only, the interest for the half-year ended the 31st December 1899 not being paid until the succeeding half-year.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1899 inclusive.

Half-year ending	XVII Great Indian Peninsula railway.	XVIII Bombay, Baroda and Central India railway.	XIX Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883	...	86 214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889	...	3,35,493	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,93,109	...	1,09,25,122
December 1892	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896	...	4,45,662	...	4,45,662
June 1897	...	19,03,090	1,82,678	20,85,768
December 1897	...	...	10,449	10,449
June 1898	27,14,655	29,76,509	1,81,093	58,72,257
December 1898	...	9,22,446	...	9,22,446
June 1899	35,50,863	24,58,134	...	60,08,997
December 1899	...	18,79,710	...	18,79,710
TOTAL	12,21,87,927	6,42,26,403	4,83,319	18,69,00,649
Add—Guaranteed lines subsequently purchased by Government—				
East Indian railway	...	...	...	6,38,77,385
Eastern Bengal railway	...	...	...	93,09,567
Sind, Punjab and Delhi railway	...	...	...	2,96,825
South Indian railway	...	...	...	2,92,112
TOTAL	...	...	...	26,03,76,538

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

Year.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870	83,910,587	2,846,600	4,344,113	1,497,513	...
1871	87,686,857	2,686,266	4,544,764	1,858,504	...
1872	90,183,585	2,869,223	4,603,853	1,734,630	...
1873	90,660,830	3,185,069	4,613,573	1,428,504	...
1874	91,353,883	3,956,071	4,651,088	695,017	...
1875	92,441,794	3,576,514	4,641,979	1,065,465	...
1876	93,392,600	4,442,430	4,658,947	216,517	...
1877	94,1[illegible]8,059	6,117,226	4,662,635	...	1,454 591
1878	95,430,863	5,002,028	4,708,134	...	293,894
1879	96,444,666	5,062,188	4,748,233	...	313,955
1880*	65,907,288	2,062,213	3,263,179	600,966	...
1881	66,349,320	3,110,824	3,272,651	161,827	...
1882	67,021,755	3,319,439	3,279,407	...	40,032
1883	67,431,448	3,542,973	3,289,439	...	253,534
1884	68,769,369	3,207,313	3,243,015	35,702	...
1885†	66,558,570	3,505,142	3,191,169	...	313,973
1886‡	56,814,758	3,378,242	2,702,701	...	675,541
1887	57,046,325	3,326,485	2,725,445	...	601,040
1888	57,694,898	3,433,689	2,688,848	...	744,841
1889§	49,045,463	2,853,584	2,345,383	...	508,201
1890	49,385,293	3,107,217	2,361,094	...	746,123
1891‖	45,091,263	3,266,586	2,151,338	...	1,115,248
1892	45,137,155	3,012,611	2,148,725	...	863,886
1893	45,207,409	3,046,225	2,157,007	...	889,218
1894	45,276,701	2,886,556	2,160,536	...	726,020
1895	45,594,262	2,909,568	2,164,151	...	745,417
1896	45,912,510	2,739,964	2,167,939	...	572,025
1897	46,174,078	2,009,462	2,163,464	154,002	...
1898	46,573,637	2,624,614	2,169,926	...	454,688
1899	47,204,650	2,784,662	2,182,669	...	601,993

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sindh, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
‖ South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1899.

Classification No.	RAILWAY.	Capital cost.	(a) Net Revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4–5.	Company's share of profits for the year.	(b) Dividend earned by company including guaranteed interest.			Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc., 7 + 9 + 10	Net result to Government. +gain —loss.
1	2	3	4	5	6	7	8			9	10	11	12
	State lines worked by companies.		Rs.	Rs.	Rs.	Rs.	£	s.	d.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	£37,200,000 Rs. 9,28,16,064	4,26,60,018	(c) 2,76,10,418	1,50,49,600	30,09,920	7	1	3	(c) 2,63,28,584	...	2,93,38,504	+ 1,33,21,514
II	BENGAL CENTRAL	1,26,78,629	4,41,813	5,07,035	...	(e) 1,10,453	4	19	5	5,06,250	...	6,16,703	— *1,74,890*
III & LXXXII	BENGAL-NAGPUR	16,65,90,366	47,21,813	59,75,853	...	...	4	0	0	59,61,203	...	59,61,203	— *12,39,390*
IV	INDIAN MIDLAND	10,16,34,078	27,82,950	39,75,411	...	...	4	0	0	39,69,637	...	39,69,637	— *11,86,687*
VI & XLI	RAJPUTANA-MALWA	15,14,26,773	1,48,70,331	73,09,033	75,61,298	15,12,260		(f)		60,92,658	...	76,04,918	+ 72,65,413
XLIII	SOUTHERN MAHRATTA	9,78,60,569	19,03,152	40,10,556	...	(e) 4,75,788	4	11	3	40,12,112	...	44,87,900	— *25,84,748*
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,56,75,416	3,28,303	7,21,117	...	(e) 82,076				(g) 2,96,798	...	3,78,874	— *50,571*
XLVI	SOUTH INDIAN	£5,692,557 Rs 2,51,20,518	39,75,877	23,58,452	16,17,425	3,01,776	5	0	3	36,34,259	...	39,36,035	+ 39,842
XLVIII	ASSAM-BENGAL	8,69,56,236	3,22,704	28,63,714	...	...	3	0	0	28,52,143	...	28,52,143	— *25,29,439*
XLIX	BURMA	10,11,17,647	35,78,407	24,60,336	(d) 9,87,469	(d) 1,28,336	3	4	4	38,34,038	...	39,62,374	— *3,83,967*
	Guaranteed railways.												
XVII	GREAT INDIAN PENINSULA	28,55,49,755	1,58,26,068	1,30,68,021	35,43,144 *–7,85,097*	17,71,572	5	11	9	1,79,38,140	29,124	1,97,38,836	— *39,12,768*
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	11,40,73,859	92,58,725	49,52,551	43,06,174	21,53,087	8	4	9	67,36,410	10,276	88,99,773	+ 3,58,952
XIX	MADRAS	12,34,93,025	50,16,223	58,26,596	...	...	4	19	0	80,45,721	6,86,612	87,32,333	— *37,16,110*

(a) The differences between the figures entered in this column and those given in chapters VIII and IX, statements Nos. 24, 26 and 36, are due to adjustments on account of outstandings recovered during the year.
(b) This column shows approximately the dividends earned by the companies and not those actually distributed.
(c) Includes £65,500 for redemption of capital.
(d) For the year ending 30th June 1899.
(e) Company receive one-fourth of the net revenue.
(f) The profits are paid over to the Bombay, Baroda and Central India Railway Company and are distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.
(g) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 4,23,202.

CHAPTER IX.

Details of revenue earnings and expenditure.

Public traffic.

The summary of principal commodities in statement No. 31 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1899, on the standard and metre gauge railways, to Rs. 17,96,77,720. This, however, includes a sum of Rs. 2,04,56,585 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 15,92,21,135) is mainly accounted for under eight heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, provisions, salt and sugar, the earnings from which amounted to Rs. 11,46,14,736, or about 65 per cent. of the whole, leaving Rs. 4,46,06,399 as the earnings under the remaining twenty-two heads.

Grain and seeds traffic.

2. In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 1,735,656 tons or 19·93 per cent., the actual figures being:

	Tons.
1898	*8,708,806
1899	10,444,462

Wheat traffic.

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1898	*2,215,237	1,84,61,053
1899	2,050,150	1,53,39,617

The quantities of wheat carried by the important exporting railways during the past seven years were as follows† :

Railways.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	319,472	161,923	131,965	127,796	68,573	214,137	183,173
Bombay, Baroda and Central India.	49,669	60,818	107,798	54,235	32,198	178,151	74,672
East Indian	166,007	233,028	237,421	141,042	211,912	394,805	373,782
North Western State	385,531	543,580	581,449	262,793	336,196	630,357	544,876
TOTAL	920,679	999,349	1,058,633	585,866	648,879	1,417,450	1,176,503

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :

Ports.	1893.	1894.	1895. (*a*)	1896. (*a*)	1897. (*a*)	1898. (*a*)	1899. (*a*)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	256,324	75,891	154,505	109,372	21,101	338,619	171,378
Calcutta	54,349	13,580	50,668	4,017	4,370	170,981	131,350
Kurrachee	263,923	298,524	356,438	49,058	53,914	454,641	322,602
TOTAL	574,596	387,995	561,611	162,447	79,385	964,241	625,330
	1892-93	1893-94	1894-95	1895-96	1896-97	1897-98	1898-99
Estimated outturn of wheat in India during each previous financial year, in tons	7,193,000	6,923,000	6 836,880	5,510,965	4,892,879*	6,718,798*	6,273,851
Percentage of exports on outturn	7·99	5·60	8·21	2·95	*1·62	* 14·35	9·97

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that, while the

* Revised figures.

† In this table, through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire systems of railways.

(*a*) Including wheat-flour.

amount of wheat carried by the four principal exporting railways in 1899 for local consumption did not vary very greatly from the normal, the amount exported was above the average owing to better crops and low prices.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1899 as compared with the previous year. Statements giving detailed statistics for these railways will be found in statements Nos. 31 to 37.

Principal features of working.

East Indian railway system (standard gauge).

5. The mean mileage worked was 1,971·02 miles against 1,926·28 miles worked in the previous year. The increase was chiefly due to the opening of the South Behar (Luckeeserai-Gya) railway (78·83 miles) from the 3rd July 1899.

The gross earnings increased from Rs. 6,17,17,629 to Rs. 6,55,07,635 or by Rs. 37,90,006, but as the working expenses were Rs. 18,21,574 more only, the net earnings showed an improvement of Rs. 19,68,352, having risen from Rs. 4,18,01,718 to Rs. 4,37,70,070.

Of the increase in the gross earnings, Rs. 6,13,051 were derived from coaching traffic, and Rs. 31,24,205 from goods traffic. The increase in the coaching earnings was chiefly due to the movements of more pilgrims, marriage parties and coolie labourers and to the additional traffic consequent on the opening of the South Behar (Luckeeserai-Gya) railway The increase under goods traffic was principally due to the larger movements of food-grains to famine-stricken districts, to the increased consumption of coal by mills and factories, and to the increased traffic, principally to Brace Bridge Hall and Kidderpore docks for export.

The principal variations in the working expenses were increases of Rs. 9,95,625 under "Maintenance of way, works and stations," Rs. 4,67,730 under "Locomotive expenses," Rs. 1,17,210 under "Carriage and wagon expenses," Rs. 2,46,242 under "Traffic expenses," Rs. 1,24,604 under "General charges" and a decrease of Rs. 1,62,007 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to the increased relaying with steel rails, heavy renewals of sleepers and extensive repairs of stations and buildings; that under "Locomotive expenses," to the employment of a new District Locomotive Superintendent and of additional drivers and firemen, to the increased engine mileage run and heavier renewals of locomotive engines; that under "Carriage and wagon expenses," to heavier repairs of goods vehicles; that under "Traffic expenses," to the strengthening of the station and train staff, to the opening of new stations and to the payment of an extra charge of one pie per maund to the Port Commissioners' for dealing with the traffic at the Kidderpore docks; and that under "General charges," to an increase in the home charges, to rent of additional accommodation for staff, and to a credit in 1898 on account of reduction in charge made by the Telegraph Department for instruments. The decrease under "Special and miscellaneous expenditure" was mainly due to a larger payment for mileage and demurrage of foreign stock during the previous year.

Bengal Central railway (standard gauge).

6. Compared with the results of 1898, the gross earnings increased from Rs. 10,24,657 to Rs. 11,39,688, or by Rs. 1,15,031, and as the working expenses were Rs. 41,226 more only, the net earnings showed an increase of Rs. 73,805, having risen from Rs. 3,68,007 to Rs. 4,41,812.

Of the increase in the gross earnings, Rs. 12,777 were derived from coaching traffic, Rs. 84,468 from goods traffic, and Rs. 17,786 from sundries, including telegraph. The increase in the coaching traffic was chiefly due to a general development in the passenger traffic. The increase under goods traffic was principally due to a heavy jute traffic. The increase under sundries, including telegraph, was chiefly due to hire of goods vehicles lent to the East Indian railway.

The principal fluctuations in the working expenses were an increase of Rs. 15, 511 under "Maintenance of way, works and stations," of Rs. 30,146 under "Locomotive expenses," of Rs. 11,482 under "General charges," and a decrease of Rs. 15,401 under "Special and miscellaneous expenditure". The increase under "Maintenance of way, works and stations" was chiefly due to the replacement of creosoted pine sleepers by sâl sleepers; that under "Locomotive expenses," principally to a credit in the previous year of Rs. 57,870 under "Maintenance and renewals of locomotive engines", debited to the depreciation fund, and to the increased train-mileage run; and that under "General charges," chiefly to the increased rate of pay to the Agent and his personal assistant, to

enhanced charges for police supervision, and to the increased rents of buildings. The decrease under "Special and miscellaneous expenditure" was chiefly due to a decrease in the payment made to the Eastern Bengal State railway for running powers under the new agreement.

Bengal-Nágpur railway (standard gauge).

7. The mean mileage worked during 1899 was 1,150·99 miles against 925·08 miles worked in the previous year. The increase was due to the opening for public traffic of the Kolaghat-Balasore section (107·28 miles) from the 17th December 1898, the Balasore-Barang section (116·75 miles) from the 10th January 1899, and the length from Khargpur to the Cossye river (5·75 miles) for goods traffic from the 20th December 1899

The gross earnings increased from Rs. 68,79,193 to Rs. 90,73,459 or by Rs. 21,94,266, and as the working expenses were Rs. 8,36,306 more only, the net earnings showed an improvement of Rs. 13,57,960, having risen from Rs. 33,63,854 to Rs. 47,21,814.

The variations in the gross earnings were an increase of Rs. 7,90,025 in the coaching traffic, of Rs. 15,59,130 in the goods traffic, and a decrease of Rs. 1,54,889 in sundries, including tele raph. The increase in the coaching earnings was chiefly due to the increased open mileage, to the development of the passenger traffic on the extensions, to the pilgrim traffic to Puri, and to the running of special trains from Nágpur to Benares and Puri and back on the occasion of the eclipse of the moon and festivals. The increase in the goods traffic principally occurred under "Grain and pulse," "Hides," "Lac," "Metals," "Oil-seeds," "Provisions," "Salt," "Railway materials for construction,"and "Coal and coke carried for the public and foreign railways." The decrease under sundries was chiefly under "Mileage and demurrage of vehicles over foreign lines," and was due to less export of coal and wheat to Calcutta and Bombay, and to a large import of grain *viá* Ásansol, whereby more payments had to be made to the East Indian railway on account of mileage for their vehicles worked over the line.

The principal increases in the working expenses were Rs. 2,98,730 under "Maintenance of way, works and stations," Rs. 1,83,062 under "Locomotive expenses," Rs. 1,37,378 under "Traffic expenses," and Rs. 1,50,613 under "General charges." The increase under "Maintenance of way, works and stations" was due to the opening of the Sini-Khargpur and Kolaghat-Barang sections, to extraordinary repairs to bridges and to large renewals of ballast; that under "Locomotive expenses," to the appointment of additional superior and subordinate staff, to greater consumption of coal and to general repairs to locomotives in the workshops; that under "Traffic expenses," to the appointments in the subordinate staff, increments to the superior staff, to the formation of a District Traffic Superintendent's office at Khargpur, and to the renewals of paulins; and that under "General charges," to the increased open mileage, appointment of additional subordinate staff and increased revenue share of the payment to Government for rent and maintenance of telegraph wires and instruments.

Indian Midland railway system (standard gauge).

8. The mean mileage worked during 1899 was 1,107·09 miles against 976·48 miles worked in the previous year. The increase was due to the opening of the Damoh-Katni-Murwara and Goona-Bárán extensions for public traffic on the 1st January and 15th May 1899, respectively.

The gross earnings increased from Rs. 67,83,141 to Rs. 79,83,761 or by Rs. 12,00,620, and as the working expenses were Rs. 7,65,489 more only, the net earnings showed an improvement of Rs. 4,35,131, having risen from Rs. 30,36,193 to Rs. 34,71,324.

Of the increase in the gross earnings, Rs. 1,96,219 were derived from coaching traffic, Rs. 9,80,232 from goods traffic and Rs. 24,169 from sundries. The increase in the coaching traffic was due to the longer length of line open, and to the despatch by passenger train of military stores for the South African field force. The increase under goods traffic was principally due to the increased demand for cotton in Bombay for local consumption and export, to the large exports of food-grains from the North-Western Provinces and Oudh to the famine-stricken districts in Gujerat and Rajputana, and to the large quantities of pressed grass forwarded to the same part of the country. There was,

however, a decrease under railway materials, due to less material carried for the construction of the Goona-Bárán and Gwalior Light railways during the year.

The principal increases in the working expenses were Rs. 1,98,705 under "Maintenance of way, works and stations," Rs. 3,20,242 under "Locomotive expenses," Rs. 1,13,141 under "Carriage and wagon expenses, Rs. 73,777 under "Traffic expenses," and Rs. 47,868 under "General charges." The increase under "Maintenance of way, works and stations" was due to the longer length maintained and heavier extraordinary renewals; that under "Locomotive expenses," to the increased mileage run, to the greater quantity of Bengal coal used, and to the ordinary special repairs of engines; that under "Carriage and wagon expenses," to heavier repairs and renewals of vehicles; and that under "General charges," to the extra cost of General and Indian Administration and electric telegraph, and of stores issued.

Godhra-Rutlam-Nágdá railway (standard gauge).

9. Compared with the results of 1898, the gross earnings decreased from Rs. 13,26,922 to Rs. 12,64,196, or by Rs. 62,726, and as the working expenses were Rs. 58,962 more, the net earnings showed a decrease of Rs. 1,21,688, having fallen from Rs. 6,48,326 to Rs. 5,26,638.

There was an increase of Rs. 5,660 in the coaching earnings and a decrease of Rs. 68,625 in the goods earnings. The increase in the coaching traffic was mainly due to the withdrawal of plague restrictions. The decrease under goods traffic chiefly occurred under grain and pulse and oilseeds.

The principal increases in the working expenses were Rs. 32,754 under "Maintenance of way, works and stations," Rs. 18,517 under "Locomotive expenses" and Rs. 13,979 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was chiefly due to heavier outlay on maintenance and renewal of permanent-way and repairs to bridges; that under "Locomotive expenses," to the higher rates paid for coal and to heavier renewals of engines; and that under "Carriage and wagon expenses," to increased outlay on repairs and renewals of vehicles.

North Western State railway system (standard gauge).

10. The mean mileage worked during the year was 3,511·37 miles against 3,409·34 miles in the previous year. The increase was due to the opening of the Mári-Attock section from the 1st April 1899 and the Lyallpur-Toba Tek Singh section of the Wazirabad-Khánewal branch from the 22nd June 1899, and of the Narwana-Kaithal branch of the Southern Punjab (Delhi-Samásata) railway from the 1st February 1899.

The gross earnings decreased from Rs. 3,99,72,133 to Rs. 3,75,60,148 or by Rs. 24,11,985, and as the working expenses were Rs. 70,798 more, the net earnings showed a decrease of Rs. 24,827,84, having fallen from Rs. 1,96,52,591 to Rs. 1,71,69,807.

The principal variation in the gross earnings was a decrease of Rs. 23,84,743 under goods traffic, chiefly due to the prevailing famine and to the close of the military operations on the frontier.

The principal fluctuations in the working expenses were a decrease of Rs. 4,52,079 under "Maintenance of way, works and stations" and increases of Rs. 2,94,386 under "Locomotive expenses", Rs. 43,408 under "Carriage and wagon expenses" and Rs. 1,13,607 under "Special and miscellaneous expenditure."

The decrease under "Maintenance of way, works and stations" was due to the write off of the cost of materials issued in previous years and to large credits for returned materials; the increase under "Locomotive expenses" was due to heavy repairs of engines; that under "Carriage and wagon expenses," to heavy repairs of vehicles; and that under "Special and miscellaneous expenditure," to payment of taxes to the Kurrachee Municipality at enhanced rates with retrospective effect, to the larger payments made to the East Indian railway on account of the increased traffic between Gháziabad and Delhi, to the arrear charges for toll payable on the passenger traffic of the Southern Punjab railway, and to larger deposits and larger payments in the State Railway Provident Institution under the new rules.

Through booking to and from Europe.

The following statement compares the North Western State railway earnings from passenger and parcels traffic in connection with the through-booking arrangements to and from Europe during the years 1898 and 1899:

	Previous year.		1899.	
	Number or weight.	Amount.	Number or weight.	Amount.
From India to England.	No.	Rs.	No.	Rs.
1st class passengers	79	4,302	...	...
2nd class passengers	28	793	...	...
3rd class passengers	...	...	...	...
Luggage	Tons 3·265	450	Tons ...	...
Parcels	Tons 1·992	577	Tons 1·569	443
Dogs	No. ...	...	No. ...	...
Total	...	6,122	...	443
From England to India.				
1st class passengers	16	961	33	1,915
2nd class passengers	2½	80	3½	112
3rd class passengers	1	13	...	...
Luggage	Tons 1·002	145	Tons 2·096	294
Parcels	Tons 0·170	32	Tons 0·181	46
Total	...	1,231	...	2,367

Oudh and Rohilkhand State railway system (standard and metre gauges).

11. The mean mileage worked during the year was 1,012·98 miles against 995·10 miles worked in the previous year. The increase was due to the Rae Bareli-Benares railway (138·36 miles), which was opened on the 4th April 1898, having been worked throughout the year.

The gross earnings increased from Rs. 98,51,598 to Rs. 1,11,38,990 or by Rs. 12,87,392, and as the working expenses were Rs. 5,18,524 more only, the net earnings showed an improvement of Rs. 7,68,868, having risen from Rs. 53,07,727 to Rs. 60,76,595.

Of the increase in the gross earnings, Rs. 1,69,405 were derived from coaching traffic, Rs. 8,40,011 from goods traffic and Rs. 2,77,976 from sundries, including telegraph. The increase in the coaching earnings was partly due to the revival of the traffic to and from Hardwar, Ajodhya, and Benares owing partly to the removal of plague restrictions, but principally to the better attendance at the various sacred places of the Hindus on the occasion of the annual festivals, to the ordinary development of the traffic on the new Rae Bareli-Benares chord line, to the celebration of marriages and other social functions amongst the natives which were held in abeyance during the famine years, and to the despatch of emigrants to Fiji and Trinidad and of coolies to the Assam-Bengal railway. The increase in the goods earnings was chiefly due to the very large despatches of grain and pulse and oil seeds to Howrah and of famine traffic to all the famine affected districts. The increase under sundries, including telegraph, was chiefly due to the share of the metre-gauge link cross traffic earnings, received from the Bengal and North-Western Railway Company, having been shown for the first time under abstract K.

The principal increases in the working expenses were Rs. 70,309 under "Maintenance of way, works and stations," Rs. 3,37,800 under "Carriage and wagon

expenses" and Rs. 89,531 under "Traffic expenses". The increase under "Maintenance of way, works and stations" was chiefly due to extensive re-ballasting of the line, to increased renewals of rails, to repairs of stations and buildings, and to the carriage of a large quantity of revenue stores; that under "Carriage and wagon expenses," to extensive renewals of both coaching and goods vehicles; and that under "Traffic expenses," chiefly to the bonus granted to the late Traffic Superintendent on his retirement, to the increases in the office establishment, and to the increased mileage run.

Eastern Bengal State railway system (standard, metre and special gauges).

12. The mean mileage worked during the year was 884·78 miles against 822·35 miles worked in the previous year. The increase was principally due to the opening of the section from Shivarampore to Faridpur, (7·43 miles), from Singhjani to Jagannathganj, (20·30 miles), of the Mymensingh-Jagannathganj railway and from Santahar to Bogra (24·50 miles) of the Brahmaputra-Sultanpur railway, during the year.

The gross earnings increased from Rs. 1,47,25,540 to Rs. 1,57,15,236 or by Rs. 9,89,696, and as the working expenses were Rs. 9,71,353 more, the net earnings showed an improvement of Rs. 18,343, having risen from Rs. 83,39,279 to Rs. 83,57,622.

Of the increase in the gross earnings, Rs. 2,98,116 were derived from coaching traffic, Rs. 5,10,834 from goods traffic and Rs. 1,80,746 from sundries, including steam-boat and telegraph. The increase in the coaching earnings was mainly under third class, owing to the general development of the traffic in consequence of the opening of new lines and through booking with the Ránaghat-Krishnagar Light railway; the increase in the goods earnings was chiefly due to the increased traffic in grain and pulse and tobacco, consequent on a good crop and demand in the market, and to the heavy despatches of railway plant and rolling-stock carried for the public and for the Cooch Behar state, Bengal Dooars and Brahmaputra-Sultanpur railways. The increase under sundries, including steam-boat and telegraph, was mainly due to larger receipts from hire of vehicles, mileage and demurrage of vehicles over foreign lines and rent of stations jointly occupied.

The principal fluctuations in the working expenses were increases of Rs. 5,46,026 under "Maintenance of way, works and stations," Rs. 1,45,039 under "Locomotive expenses," Rs. 1,41,825 under "Carriage and wagon expenses" and Rs. 99,630 under "Traffic expenses." The increase under "Maintenance of way, works and stations" was chiefly due to the strengthening of gangs for ballasting the line, to a large number of Denham-Olphert sleepers laid in the Calcutta district, to heavier repairs to bridges, and to new girders used in strengthening them, and extensive repairs of stations and buildings; that under "Locomotive expenses," to the increased train-mileage run, to the issue of repaired boilers, and to heavy repairs to workshop tools and machinery; that under "Carriage and wagon expenses", to heavy repairs to coaching and goods vehicles, and to large debits for damages to foreign railway goods vehicles in the accident on the Eastern section; and that under "Traffic expenses," to the opening of a new district office at Chitpore, to an increase in the subordinate superintendence, to the strengthening of district offices and to the opening of new extensions.

Calcutta Port Commissioners' railway (standard gauge).

13. Compared with the results of 1898, the gross earnings increased from Rs. 4,28,262 to Rs. 4,46,546 or by Rs. 18,284, and as the working expenses were Rs. 24,591 less, the net earnings showed an increase of Rs. 42,875, having risen from Rs. 1,49,581 to Rs. 1,92,456. The sources of income were goods and sundries.

The earnings under goods traffic increased from Rs. 3,65,187 to Rs. 3,83,203, and was mostly due to heavy receipts from grain and pulse, coal and sugar, while those under sundries increased from Rs. 63,075 to Rs. 63,343.

The principal decreases in the working expenses were Rs. 6,224 under "Maintenance of way, works and stations," Rs. 5,378 under "Locomotive expenses," Rs. 6,589 under "Carriage and wagon expenses," Rs. 3,755 under "Traffic expenses" and Rs. 2,609 under "General charges." The decrease under "Maintenance of way, works and stations" was chiefly due to less expenditure under "Maintenance and renewal of permanent-way;" that under "Locomotive expenses," to less expenditure under "Maintenance and renewals of locomotives;" that under "Carriage and wagon expenses," to less expenditure under "Repairs

and renewals of vehicles"; that under "Traffic expenses," to less expenditure under "Printing, and stationery"; and that under "General charges," to no payment having been made for rent of godowns during 1899.

East Coast State railway system (standard gauge).

14. The mean mileage worked during the year was 786·69 miles against 546·07 miles in the previous year; the increase is due to the opening of the Gudur-Ennúr section (75·74 miles) on the 23rd February 1899, to the taking over of the Ráyapuram-Ennúr section from the Madras railway from the 1st July 1899, and to the Kistna Canal-Gudur section of the Bezwada-Madras railway having been worked throughout the year against a few days only in 1898.

The gross earnings increased from Rs. 27,66,678 to Rs. 43,42,014 or by Rs. 15,75,336; and as the working expenses were Rs. 7,11,647 more only, the net earnings showed an increase of Rs. 8,63,689, having risen from Rs. 6,51,393 to Rs. 15,15,082.

The increase in the gross earnings was due to the increase of Rs. 7,26,587 under coaching traffic, and Rs. 8,77,603 under goods traffic. The increase in the coaching and goods traffic was due to the increased mileage worked, to the extension of the local train services, to the more convenient timings of passenger trains, to the revision of the coal rates, and to the general re-adjustment of rates for all other classes of goods.

The principal fluctuations in the working expenses were increases of Rs. 1,86,680 under "Maintenance of way, works and stations," Rs. 2,27,046 under "Locomotive expenses," and Rs. 1,60,219 under "Traffic expenses," due to the increased mileage worked.

Great Indian Peninsula railway system (standard gauge).

15. Compared with the results of 1898, the gross earnings rose from Rs. 3,48,77,496 to Rs. 3,58,09,430 or by Rs. 9,31,934, and as the working expenses* were less by Rs. 7,82,259, the net earnings showed an improvement of Rs. 17,14,193, having risen from Rs. 1,41,27,268 to Rs. 1,58,41,461.

The principal variations in the gross earnings were an increase of Rs. 11,60,796 in the coaching traffic, and a decrease of Rs. 2,45,745 in the goods traffic. The increase in the coaching traffic was chiefly due to the removal of plague restrictions; and the decrease in the goods traffic, to the decreased booking of coal, cotton, oil seeds and sugar, and to the general failure of the crops on account of the scarcity of rain.

The principal fluctuations in the working expenses were increases of Rs. 83,093 and Rs. 3,57,170 under "Maintenance of way, works and stations" and "Locomotive expenses," a decrease of Rs. 13,21,468 under "Carriage and wagon expenses" and increases of Rs. 84,737 and Rs. 1,16,876 under "Traffic expenses" and "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to the payment of a bonus in connection with the signallers' strike, of grain compensation allowance to the subordinate staff, to the renewal of girders and to an improvement in the water-supply. The increase under "Locomotive expenses" was due to the increased train-mileage run, to a higher average issue rate of coal and to the renewal of 25 engines as compared with 20 engines in 1898. The decrease under "Carriage and wagon expenses" was chiefly due to smaller debits in connection with the replacement of Cammell's axles and to less expenditure on renewals of goods vehicles and consequent falling off in loss by exchange. The increase under "Traffic expenses" was due to the bonus paid to the station and train staff on account of the signallers' strike and to grain compensation allowance. The increase under "Special and miscellaneous expenditure" was due to the increased payments to foreign lines on account of mileage and demurrage for increased foreign traffic worked, to larger compensation claims, and to the provision of a sum of Rs. 1,22,918 against Rs. 78,300 in the previous year to meet the contribution to members who have elected for the new Provident Fund rules.

Bombay, Baroda and Central India railway (standard gauge).

16. Compared with the results of 1898, the gross earnings increased from Rs. 1,58,62,726 to Rs. 1,74,65,045, or by Rs. 16,02,319, but as the working expenses were Rs. 10,54,130 more, the net earnings showed an improvement of Rs. 5,48,189 only, having risen from Rs. 87,42,205 to Rs. 92,90,394.

*Including contribution to the Provident Fund.

Of the increase in the gross earnings, Rs. 10,19,836 were derived from coaching traffic and Rs. 7,59,291 from goods traffic. There was, however, a decrease of Rs. 1,86,218 under sundries. The increase in the coaching traffic was chiefly due to the withdrawal of the plague restrictions; and that in the goods traffic was chiefly in the cotton, raw, traffic to Bombay from stations between Surat and Ahmedabad and from stations on the Rajputana-Malwa railway, in grain and pulse from Bombay to Broach, Baroda, stations on the Ánand-Godhra branch, Ahmedabad, stations between Surat and Ahmedabad and to foreign lines, and in hides and skins. The decrease under sundries was chiefly due to heavier recoveries in the previous year on account of supervision and commission charges for work done for the Tápti Valley and Rajpipla railways and for the Bombay Municipality.

The principal increases in the working expenses were Rs. 2,69,771 under "Maintenance of way, works and stations," Rs. 4,03,519 under "Locomotive expenses" and Rs. 4,08,724 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was chiefly due to the outlay for the previous year having been reduced by a contribution from the Fire Insurance Fund towards the cost of renewing Warren girder bridges; that under "Locomotive expenses," to the conveyance of a larger quantity of coal, to the increased train-mileage run, to higher prices paid for coal, to heavier repairs to engines and to the cost of English stores having been paid at the prescribed rate of exchange instead of at the contract rate; and that under "Carriage and wagon expenses," to heavier repairs and renewals of goods stock and to the conversion of the cost of English stores at the prescribed rate of exchange.

Madras railway system (standard gauge).

17. The mean mileage worked during the year was 856·38 miles against 857·68 miles in the previous year. The decrease, which was partly counterbalanced by the opening of the Ranipet branch, 4·35 miles, on the 17th April 1899, was due to the handing over of the Madras-Ennúr section of the Bezwada-Madras railway to the East Coast State railway from the 1st July 1899.

The gross earnings decreased from Rs. 1,09,68,550 to Rs. 1,07,72,971 or by Rs. 1,95,579, and as the working expenses were Rs. 2,78,166 more, the net earnings showed a decrease of Rs. 4,73,745, having fallen from Rs. 56,02,515 to Rs. 51,28,770.

The decrease in the gross earnings was due to a falling off of Rs. 4,84,573 under coaching traffic, which was partly counterbalanced by an increase of Rs. 2,52,534 under goods traffic. The decrease in the coaching traffic was chiefly due to plague restrictions; and the increase in the goods traffic, to the improvement in the traffic in "Cotton, raw" "Cotton manufactured," "Grain and pulse," "Hides and skins" and "Jute".

The principal fluctuations in the working expenses were a decrease of Rs. 75,576 under "Maintenance of way, works and stations" and an increase of Rs. 3,41,447 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was due to less expenditure on maintenance, to the decrease in the charge for loss by exchange and to a smaller amount of English stores used; and the increase under "Locomotive expenses," to the debit of cost of replacement of six new locomotive engines and increased engine mileage.

Tápti Valley railway (standard gauge).

18. The mean mileage worked during the year 1899 was 69·52 miles against 3·05 miles in the previous year. The increase was due to the opening of the Vyára-Chinchpáda section (37·00 miles) from the 10th July 1899, Chinchpáda-Nandurbár section (26·25 miles) from the 8th October 1899, Nandurbár-Dondaiche section (21·50 miles) and Dondaiche-Nardána section (20·25 miles) from the 11th and 25th November 1899, respectively.

The gross earnings amounted to Rs. 2,42,593 and the working expenses to Rs. 1,14,989, leaving Rs. 1,27,604 as net earnings.

Of the gross earnings, Rs. 88,490 were derived from coaching, Rs. 1,51,340 from goods and Rs. 2,763 from sundries, including electric telegraph earnings.

No comparison can be made with the figures of the previous year, as the line was opened for goods traffic only during 1898 (from the 1st December).

The line is worked by the Bombay, Baroda and Central India Railway Company.

Nizam's Guaranteed State railway system (standard gauge).

19. Compared with the results of 1898, the gross earnings of the entire system increased from Rs. 40,76,673 to Rs. 44,22,373 or by Rs. 3,45,700, and as the working expenses were Rs. 30,259 more only, the net earnings were better by Rs. 3,15,441, having risen from Rs. 23,69,970 to Rs. 26,85,411.

The principal increase in the gross earnings was Rs. 2,76,425 under goods, chiefly due to the carriage of food-grains to the famine-stricken districts.

The principal increase in the working expenses was Rs. 41,218 under "Locomotive expenses," and was due to the inclusion of the cost of Rs. 51,340 on account of repairs and renewals of fire-engines.

Nágdá-Ujjain railway (standard gauge).

20. Compared with the results of 1898, the gross earnings increased from Rs. 1,29,627 to Rs. 1,47,176, or by Rs. 17,549, and as the working expenses were Rs. 11,326 more, the net earnings showed an improvement of Rs. 6,223 only, having risen from Rs. 71,509 to Rs. 77,732.

The increase in the gross earnings was chiefly due to the increased traffic in grain and pulse and hides and skins.

The line is worked by the Bombay, Baroda and Central India Railway Company.

The Gaekwar's Petlád railway (standard gauge).

21. Compared with the results of 1898, the gross earnings increased from Rs. 51,121 to Rs. 70,667, or by Rs. 19,546, and as the working expenses were Rs. 8,390 more only, the net earnings showed an improvement of Rs. 11,156, having risen from Rs. 28,156 to Rs. 39,312.

Of the increase in the gross earnings, Rs. 8,948 were derived from coaching traffic and Rs. 8,149 from goods traffic. The increase under coaching traffic was chiefly in the third class passenger traffic and that under goods in the grain and pulse traffic.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Bengal and North-Western railway system (metre gauge).

22. The mean mileage worked during the year was 1,048·72 miles against 888·60 miles in the previous year. The increase was due to the opening of the section Mau to Benares City (55·56 miles), Ghazipur Ghat branch (28·37 miles), Kopaganj to Ballia (37·61 miles), and Revelganj to Manjhi Ghat (3·71 miles) from the 15th March 1899, Benares City to Benares Cantonment (2·50 miles) from the 1st April 1899 and Ballia to Chandeara Ghat (29·00 miles) from the 12th May 1899.

The gross earnings increased from Rs. 64,76,030 to Rs. 77,69,669 or by Rs. 12,93,639, and as the working expenses were Rs. 8,17,418 more, the net earnings showed an increase of Rs. 4,76,221 only, having risen from Rs. 36,67,472 to Rs. 41,43,693.

The principal increases in the gross earnings were Rs. 2,92,699 under coaching and Rs. 8,87,132 under goods. The increase in the coaching earnings was mainly under third class passengers, due to the increased mileage worked and to a development in the traffic carried to Benares and to the Ganges-Gogra Doab districts; and that under goods, was chiefly due to better grain and pulse crops, and to increased despatches to Calcutta for export, and to the famine districts in Rajputana, to a demand for coal and coke for brick burning and indigo factories, to the opening of the Ghazipur branch where an opium factory is situated, to the increased traffic in salt on account of the opening of the extensions, to a demand for sugar in the upper provinces and to the development of the traffic carried *viâ* the Elgin bridge.

The principal increases in the working expenses were Rs. 2,35,113 under "Maintenance of way, works and stations," Rs. 2,43,632 under "Locomotive expenses," Rs. 69,149 under "Traffic expenses" and Rs. 1,80,281 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to the maintenance of extra branches and extensions, to the re-arrangement of gangs, to the purchase of a large quantity of ballast and to heavy relaying charges; that under "Locomotive expenses," to increased running expenses and to the heavier consumption of coal owing to the extra mileage run; that under "Traffic expenses," to the employment of additional staff on the opening

of the new extensions ; and that under "Special and miscellaneous expenditure," to the heavy charge for hire of rolling-stock for the Hajeepore-Katihár extension.

Rajputana-Malwa railway (metre gauge).

23. Compared with the results of 1898, the gross earnings increased from Rs. 2,09,90,393 to Rs. 2,48,30,345 or by Rs. 38,39,952, and as the working expenses were Rs. 14,51,842 more, the net earnings showed an improvement of Rs. 23, 88,110, having risen from Rs. 1,19,99,627 to Rs. 1,43,87,737.

The principal increases in the gross earnings were Rs. 2,16, 858 under coaching, Rs. 35,16,287 under goods and Rs. 1,06,807 under miscellaneous, including telegraph. The increase under coaching was chiefly due to the withdrawal of plague restrictions, to the larger attendance at *melas* and to the season being considered auspicious for the celebration of Hindu marriages ; that under goods traffic, to the inward traffic in cotton, raw, *viá* Sábarmati from Jaipur and Delhi and *viá* Ferozepore ; to the inward wheat traffic to Ahmedabad, Ajmer, Bandikui and stations on the Rewari-Ferozepore section *viá* Delhi, *viá* Agra, *viá* Háthras and *viá* Cawnpore from local stations and from foreign railways ; and to the inward traffic in grain and pulse, other than wheat, to local stations from the Rewari-Ferozepore and Cawnpore-Achnera sections and from foreign lines to *viá* Mehsána, *viá* Pálanpur, *viá* Marwar junction, *viá* Kuchaman Road and *viá* Chitor from stations on the Rajputana-Malwa railway and beyond.

The principal increases in the working expenses were Rs. 7,15,033 under "Maintenance of way, works and stations," Rs. 5,78,295 under "Locomotive expenses" and Rs. 1,25,076 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to heavier expenditure on renewals of rails, sleepers and fastenings and on relaying the line with 50 lb. rails; that under "Locomotive expenses," to the increased train-mileage run and to a higher rate paid for coal; and that under "Special and miscellaneous expenditure," to an increased payment for mileage and demurrage of foreign stock, to payment made to the North Western State railway for share of earnings of the standard gauge link between Bhátinda and Ferozepore, and to the payment of contribution to the Provident Fund at an enhanced rate.

Pálanpur-Deesa railway (metre gauge).

24. Compared with the results of 1898, the gross earnings increased from Rs. 38,199 to Rs. 44,628 or by Rs. 6,429, and as the working expenses were Rs. 2,672 more only, the net earnings showed an improvement of Rs. 3,757, having risen from Rs. 21,963 to Rs. 25,720.

Of the increase in the gross earnings, Rs. 6,392 were derived from coaching traffic, chiefly due to a development of the third class passenger traffic owing to the withdrawal of plague restrictions.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Southern Mahratta railway system (metre gauge).

25. The mean mileage worked during the year was 1,559·73 miles against 1,556·20 miles in the previous year. The increase was due to the Nanjangúd town extension (0·55 mile) and to the Birur-Shimoga railway (38·50 miles) having been opened for traffic on the 12th July and 1st December 1899, respectively.

The gross earnings increased from Rs. 71,70,269 to Rs. 75,87,470 or by Rs. 4,17,201, and as the working expenses were Rs. 1,11,701 more only, the net earnings showed an improvement of Rs. 3,05,500, having risen from Rs. 21,39,061 to Rs. 24,44,561.

The variations in the gross earnings were a decrease of Rs. 1,60,964 under coaching traffic and an increase of Rs. 5,38,712 under goods traffic. The decrease in the coaching earnings, which occurred during the first-half of the year, is traceable to the Mysore section, and was due to the disturbance of business caused by the plague, while the increase in the goods earnings was due to the movement of food stuffs on account of the famine during the 2nd-half of 1899.

The principal fluctuations in the working expenses were increases under "Locomotive expenses," Rs. 1,12,549, "Carriage and wagon expenses," Rs. 53,376, "Traffic expenses," Rs. 12,460 and "Special and miscellaneous expenditure," Rs. 11,167, and a decrease of Rs. 82,408 under "General charges." The increase under "Locomotive expenses" was due to the additional train-mileage run; that under

"Carriage and wagon expenses," to a large number of vehicles having been repaired and repainted, a large number of 3rd class carriages having been fitted with movable glass windows and shutters and goods wagons with Jones' buffers, also to larger outlay incurred in repairing vehicles damaged by accidents; that under "Traffic expenses," to the payment of arrears of exchange compensation allowance to certain officers in accordance with the revised rules, the reorganization of the superior and subordinate supervising staff, the revision of the scale of salaries of guards and the purchase of extra tarpaulins; while that under "Special and miscellaneous expenditure" was due to the payment of the additional contribution of half per cent. on net earnings of the 1st-half of 1899 to the Company's Provident Fund under recent rules, to the commission and stamp duty paid in England on account of debentures renewed in April 1899, and to the adjustment of arrears of pontage charges over the Kistna bridge from July 1896 to the 30th June 1899. The decrease under "General charges" was due to the payment in 1898 of the Company's share of the cost of the police force employed by the Mysore Durbar on the Mysore State railway from August 1889 to December 1894.

South Indian railway system (metre gauge).

26. The mean mileage worked during the year was 1,099·98 miles against 1,113·87 miles in the previous year. The decrease was due to the transfer to the East Coast State railway in November 1898 of the line from Gudur to Nellore. The Negapatam-Nagore extension (4·49 miles), which was opened on the 1st December 1899, and the Pillayarpatti and certain other sidings are included in the mean mileage worked.

The gross earnings increased from Rs. 87,65,343 to Rs. 87,89,513 or by Rs. 24,170, and as the working expenses were Rs. 1,84,287 less, the net earnings showed an improvement of Rs. 2,08,457, having risen from Rs. 39,52,225 to Rs. 41,60,682.

The principal variations in the gross earnings were a decrease of Rs. 1,38,512 under coaching traffic, an increase of Rs. 2,99,175 under goods traffic, and a decrease of Rs. 1,36,493 under sundries, including electric telegraph. The decrease in the coaching earnings was chiefly due to plague restrictions and to the unfavourable season during the first-half of the year, and also to the transfer of the Gudur-Nellore section to the East Coast State railway in November 1898. The increase in the goods earnings was chiefly due to the traffic received from the Southern Mahratta railway *viâ* Dharmavaram, to large shipments of rice to Colombo, owing to a falling off in imports of that commodity from Rangoon, to large exports of jawar and bajra to the Bombay Presidency, owing to the prevailing famine, and to heavier cotton and tamarind traffic, owing to favourable crops. The decrease under "Sundries" was chiefly under "Stock adjustment," "Workshop profits," and "Hire of rolling stock."

The principal decreases in the working expenses were Rs. 1,07,359 under "Maintenance of way, works and stations," Rs. 39,304 under "Carriage and wagon expenses", and Rs. 42,241 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was chiefly due to the enhanced rates allowed for materials returned to stock. The decrease under "Carriage and wagon expenses" was mainly due to the debit to revenue of the cost of certain coaching vehicles constructed during the previous corresponding period. The decrease under "Traffic expenses" was chiefly due to the reduced expenditure under "Fires, lights, etc.," "Office and station fittings, etc.," "Clothing" and "Printing, stationery and tickets."

Assam-Bengal railway (metre gauge).

27. The mean mileage worked during the year was 413·46 miles against 291·20 miles in the previous year. The increase was due to the opening of the section from Jamuna Mukh to Lanka (18·27 miles) on the 2nd January, from Lanka to Lumding (16·93 miles) on the 1st March and from Badarpur to Dámchara (18·00 miles) on the 5th April; and to the working throughout the year of the section Badarpur to Kátákhál (6·27 miles) which was opened on the 13th June 1898 and of the section Kátákhál to Silchar (12·35 miles) opened on the 8th November 1898; as also to the closing of the Gauháti branch (74·73 miles) for some months in the previous year.

The gross earnings increased from Rs. 13,08,124 to Rs. 16,19,647 or by Rs. 3,11,523, and as the working expenses were Rs. 43,371 more only, the net earnings showed an improvement of Rs. 2,68,152, having risen from Rs. 54,552 to Rs. 3,22,704.

Of the increase in the gross earnings, Rs. 1,90,117 were derived from coaching traffic, and Rs. 1,11,626 from goods traffic. The increase in the coaching earnings was mainly due to the Sítakund fair held in March 1899, to the increased mileage worked, and to a general development of traffic; and that in the goods earnings, to the increased traffic in grain and pulse, oils, provisions and tea.

The principal variations in the working expenses were a decrease of Rs. 1,77,000 under "Maintenance of way, works and stations", an increase of Rs. 59,617 under "Locomotive expenses," of Rs. 43,718 under "Traffic expenses" and of Rs. 1,04,249 under "General charges". The decrease under "Maintenance of way, works and stations" was due to the abnormal expenditure incurred in the previous year in repairing earthquake damages; while the increase under "Locomotive expenses" was due to heavier renewals of engines and to a larger consumption of coal; and that under "Traffic expenses," to the opening of additional mileage. The increase under "General charges" was due to the opening of additional mileage, and to the charge of a higher proportion of the cost of the Agent, Audit, Stores and Medical departments to revenue.

Burma railways (metre gauge).

28. The mean mileage worked during the year was 943·50 miles against 936·13 miles in the previous year. The increase was due to the opening of the Meiktila-Myingyan branch (57·21 miles) on the 15th November 1899.

The gross earnings decreased from Rs. 89,91,452 to Rs. 88,25,725 or by Rs. 1,65,727, and as the working expenses were Rs. 44,389 more, the net earnings showed a decrease of Rs. 2,10,116, having fallen from Rs. 37,88,523 to Rs. 35,78,407.

Of the decrease in the gross earnings, Rs. 75,999 were under coaching traffic and Rs. 1,52,684 under goods traffic. There was, however, an increase of Rs. 62,956 under sundries, including electric telegraph and steam-boat. The decrease in the coaching earnings was due to a poor rice crop in Lower Burma and prospects later in the year of good crops all over Upper Burma which kept the usual emigrants from Upper to Lower Burma at home; and that in the goods earnings, chiefly in paddy and rice, due to the poor crop in Lower Burma. The increase under sundries was chiefly due to arrear charges of rolling stock lent to construction and to rent of refreshment rooms.

The principal variations in the working expenses were a decrease of Rs. 43,358 under "Maintenance of way, works and stations," an increase of Rs. 1,37,772 under "Locomotive expenses," and a decrease of Rs. 52,261 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was chiefly due to a considerable credit for second hand permanent-way materials transferred sometime back to capital construction. The increase under "Locomotive expenses" was mainly due to the increased train-mileage run and to a rise in the price of coal, as also to the use of Welsh coal; while the decrease under "Traffic expenses," was partly due to vacancies in the highly paid appointments not having been filled up and to the discontinuance of the 30 per cent. allowance to the staff working north of Wuntho, and partly to economy in working.

Deoghur railway (metre gauge).

29. Compared with the results of 1898, the gross earnings increased from Rs. 32,099 to Rs. 33,262 or by Rs. 1,163, and as the working expenses were Rs. 1,086 more, the net earnings showed an improvement of Rs. 77 only, having risen from Rs. 6,601 to Rs. 6,678.

The principal variations in the gross earnings were an increase of Rs. 2,247 under coaching traffic and a decrease of Rs. 1,188 under goods traffic. The increase in the coaching earnings was due to a larger number of pilgrims visiting the shrine at Deoghur, while the decrease in the goods earnings was due to the decline in the traffic in merchandise, general.

The principal fluctuations in the working expenses were a decrease of Rs. 1,182 under "Locomotive expenses," and an increase of Rs. 2,476 under "Carriage and wagon expenses." The decrease under "Locomotive expenses" was due to repairs to locomotives being still in hand and not charged off in the accounts, while the increase under "Carriage and wagon expenses" was due to extensive repairs to carriages.

Rohilkund and Kumaon railway system (metre gauge).

30. The mean mileage worked during the year was 280·77 miles against 277·88 miles in the previous year. The increase was due to the opening of the Dudhwa branch for a longer period than in the previous year.

The gross earnings increased from Rs. 14,96,396 to Rs. 17,37,783 or by Rs. 2,41,387, and as the working expenses were Rs. 94,997 more, the net earnings showed an improvement of Rs. 1,46,390, having risen from Rs. 7,20,985 to Rs. 8,67,375.

Of the increase in the gross earnings, Rs. 20,631 were derived from coaching traffic, Rs. 1,70,993 from goods traffic and Rs. 4,9763 from sundries, including electric telegraph. The increase in the coaching earnings was mainly due to the development of the 3rd class passenger traffic at Haldwáni, Káthgodám, Pilibhit, Sitapur, Lakhímpur, and Lucknow City stations; that in the goods earnings, to the export of food-grains to the famine-stricken districts in Rajputana; and that under sundries, to the increased interchange of rolling-stock with foreign railways.

The principal increases in the working expenses were Rs. 40,937 under "Maintenance of way, works and stations," Rs. 25,302 under "Locomotive expenses," and Rs. 12,247 under "Carriage and wagon expenses". The increase under "Maintenance of way, works and stations" was mainly due to heavier renewal of sleepers, and to the adjustment of the difference between the cost of materials put into the main line at Lucknow and those taken out and used in Aishbagh and Daliganj stations; that under "Locomotive expenses," to the renewal of a locomotive boiler, and to heavy repairs and renewals of workshop boilers; and that under "Carriage and wagon expenses," to larger repairs to stock in consequence of a brisk traffic.

Segowlie-Raxaul railway (metre gauge).

31. This line, 18·09 miles in length, was first opened to traffic on the 1st March 1899; but was closed on the 20th June on account of flood damages and was re-opened on the 19th October 1899. The mean mileage worked during the year was 9·66 miles.

The gross earnings amounted to Rs. 14,206 and the working expenses to Rs. 5,682, leaving Rs. 8,524 as net earnings.

Of the gross earnings, Rs. 6,336 were derived from coaching traffic and Rs. 7,543 from goods traffic.

The line is worked by the Bengal and North-Western Railway Company.

Bengal Dooars railway (metre gauge).

32. Compared with the results of 1898, the gross earnings increased from Rs. 2,69,090 to Rs. 2,73,038 or by Rs. 3,948, and as the working expenses were Rs. 3,182 less, the net earnings showed an improvement of Rs. 7,130, having risen from Rs. 1,14,621 to Rs. 1,21,751.

The principal variations in the gross earnings were an increase of Rs. 4,251 under coaching traffic, and of Rs. 6,660 under goods traffic, and a decrease of Rs. 6,399 under sundries, including telegraph. The increase in the coaching earnings was mainly due to a development in the third class passenger traffic; and that in the goods earnings, to the heavy traffic in coal and coke for the public and foreign railways. The decrease under sundries, including telegraph, was due to Rs. 5,078 being charged as interest to capital accounts of new extensions for advances from net earnings in the previous year.

The principal fluctuations in the working expenses were a decrease of Rs. 9,474 under "Maintenance of way, works and stations" and an increase of Rs. 14,082 under "Steam-boat service." The decrease under "Maintenance of way, works and stations" was chiefly due to the debit in the previous year of the expenditure incurred on the improvement of the main line and to replacement of signals at Dam Dim and Chalsa; while the increase under "Steam-boat service" was mainly due to the cost of repairs of a steamer and to expenditure on the boat bridge over the Teesta river.

Dibru-Sadiya railway (metre gauge).

33. Compared with the results of 1898, the gross earnings increased from Rs. 7,81,414 to Rs. 8,59,414, or by Rs. 78,000, and as the working expenses were Rs. 89,210 less, the net earnings showed an improvement of Rs. 1,67,210, having risen from Rs. 2,82,478 to Rs. 4,49,688.

Of the increase in the gross earnings, Rs. 6,397 were derived from coaching traffic and Rs. 67,980 from goods traffic. The increase in the coaching earnings was mainly due to the Mishmi expedition; and that in the goods earnings, principally to an improvement in the traffic in coal, rice and tea.

The principal fluctuations in the working expenses were a decrease of Rs. 1,08,838 under "Maintenance of way, works and stations," and an increase of Rs. 10,336 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was due to heavy expenditure in 1898 owing to the replacement of wooden by cast iron sleepers; while the increase under "Locomotive expenses" was due to increased expenditure in fuel.

Ahmedabad-Parántij railway (metre gauge).

34. Compared with the results of 1898, the gross earnings increased from Rs. 1,49,789 to Rs. 2,10,635 or by Rs. 60,846, and as the working expenses were Rs. 24,994 more, the net earnings showed an improvement of Rs. 55,850, having risen from Rs. 85,836 to Rs. 1,21,688.

Of the increase in the gross earnings, Rs. 21,168 were derived from coaching traffic and Rs. 39,582 from goods traffic. The increase in the coaching traffic was due to the development of the third class passenger traffic owing to the removal of plague restrictions; and that in the goods traffic, to increased import of grain to Gujrát for local consumption on account of the prevailing famine, and to larger exports of firewood for use in mills.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Nílgiri railway (metre gauge).

35. This line, 16·90 miles in length, was first opened to traffic on the 1st October 1898, but was closed on the 30th October 1898 on account of flood damages and was reopened on the 15th June 1899. The mean mileage worked during the year was 9·26 miles.

The gross earnings amounted to Rs. 84,449 and the working expenses to Rs. 64,240, leaving Rs. 20,209 as net earnings.

Of the gross earnings, Rs. 48,689 were derived from coaching traffic, and Rs. 35,333 from goods traffic.

The line is worked by the Madras Railway Company.

The Gaekwar's Mehsána railway (metre gauge).

36. Compared with the results of 1898, the gross earnings increased from Rs. 3,46,491 to Rs. 3,76,160, or by Rs. 29,669, and as the working expenses were more by Rs. 12,068, the net earnings showed an improvement of Rs. 17,601, having risen from Rs. 1,99,052 to Rs. 2,16,653.

The variations in the gross earnings were increases of Rs. 30,060 under coaching traffic, and Rs. 1,066 under goods traffic and a decrease of Rs. 1,457 under sundries, including telegraph. The increase in the coaching earnings was chiefly due to the withdrawal of plague restrictions.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Hyderabad-Góddvari Valley railway (metre gauge).

37. The mean mileage worked during the year was 25·38 miles. The lengths from Manmád to Jalna (109·30 miles) was opened for traffic on the 21st October and from Jalna to Sailu (44·93 miles) on the 1st September 1899.

The gross earnings amounted to Rs. 63,381, the working expenses to Rs. 26,504 and the net earnings to Rs. 36,877.

Of the gross earnings, Rs. 9,999 were derived from coaching traffic, Rs. 53,211 from goods traffic, and Rs. 171 from sundries, including telegraph.

Of the working expenses, Rs. 13,791 were under "Locomotive expenses," Rs. 737 under "Carriage and wagon expenses," Rs. 7,550 under "Traffic expenses" and Rs. 4,426 under "General charges".

Jodhpur-Bikaner railway (metre gauge).

38. The mean mileage worked during the year was 448·89 miles against 388·51 miles. The increase was due to the opening of the Bálotra-Jodhpur frontier extension, 60 miles, and of the Palana branch, 9·50 miles, from the 15th May 1899 and 26th June 1899, respectively.

The gross earnings rose from Rs. 12,22,727 to Rs. 19,09,097, or by Rs. 6,86,370 on the Jodhpur section, and from Rs. 1,37,473 to Rs. 1,74,539, or by Rs. 37,066, on the Bikaner section; and as the working expenses were more by Rs. 2,50,484 only on the Jodhpur section and Rs. 10,339 on the Bikaner section, the net earnings showed an improvement of Rs. 4,35,886 on the former and of Rs. 26,727 on the latter, having risen from Rs. 7,30,957 to Rs. 11,66,845, and from Rs. 77,617 to Rs. 1,04,344, respectively.

Of the increase in the gross earnings, Rs. 50,906 were derived from coaching traffic, Rs. 6,27,962 from goods traffic and Rs. 7,502 from sundries on the Jodhpur section; and Rs. 5,660 from coaching traffic, Rs. 29,482 from goods traffic, and Rs. 1,924 from sundries on the Bikaner section. The increase in the coaching traffic was chiefly due to the opening of the Bálotra-Jodhpur frontier extension; and that in the goods traffic, to the import of grain on account of the famine and to more salt traffic from Pachpadra.

The principal increases in the working expenses on the Jodhpur section were Rs. 51,605 under "Maintenance of way, works and stations," Rs. 1,08,088 under "Locomotive expenses" and Rs. 51,845 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to the charges for depreciation of permanent-way materials on the Lúni-Bálotra section and to the renewal of 5 miles of rails; that under "Locomotive expenses," to the greater consumption of coal and additional train-miles run; and that under "Special and miscellaneous expenditure," to the payment of extra mileage and demurrage on foreign stock. The increase in the working expenses on the Bikaner section was slight.

Udaipur-Chitor railway (metre gauge).

39. The mean mileage worked during the year was 63·10 miles against 60·83 miles. The increase miles was due to the opening of the section from Debári to Udaipur, 6·44 miles, from the 25th August 1899.

The gross earnings increased from Rs. 1,43,821 to Rs. 2,10,540, or by Rs. 66,719, and as the working expenses were Rs. 23,253 more only, the net earnings showed an improvement of Rs. 43,465, having risen from Rs. 61,364 to Rs. 1,04,829.

Of the increase in the gross earnings, Rs. 6,548 were derived from coaching traffic, Rs. 57,645 from goods traffic and Rs. 2,525 from sundries including telegraph. The increase in the goods traffic was chiefly due to the famine.

The principal variations in the working expenses were a decrease of Rs. 5,156 under "Maintenance of way, works and stations," and increases of Rs. 7,869 under "Locomotive expenses," Rs. 7,467 under "Carriage and wagon expenses," Rs. 5,275 under "Traffic expenses" and Rs. 7,032 under "Special and miscellaneous expenditure."

Bhávnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

40. The mean mileage worked during the year was 455·18 miles against 446·56 miles. The increase was due to the working of the Dhrángadrá railway, 20·83 miles, throughout the year, against only seven months in the previous year.

The gross earnings increased from Rs. 20,03,938 to Rs. 22,42,609, or by Rs. 2,38,671, and as the working expenses were Rs. 11,271 less, the net earnings showed an improvement of Rs. 2,49,942, having risen from Rs. 8,28,236 to Rs. 10,78,178.

Of the increase in the gross earnings, Rs. 1,29,795 were derived from coaching traffic and Rs. 1,08,321 from goods traffic. The increase in the coaching earnings was chiefly due to the removal of plague restrictions; and that in the goods earnings to the large import of rice not in the husk and jawar and bajra from the Bombay, Baroda and Central India railway and from Bombay by sea on account of the famine.

The principal decrease in the working expenses was Rs. 21,180 under "Maintenance of way, works and stations", chiefly due to the heavy renewal of rails in the previous year and to the smaller collection of ballast.

Statistics of working of the special gauge railways.

41. Statistics of working of the special gauge railways for the year 1899 will be found in statement No. 37-A. The general results of working these railways for the past five years are given in statement No. 37-B.

STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways, during the year 1899 as compared with the previous year (details given in Appendix H).*

Progressive No.	Description of commodity.	Quantity.		Earnings.		Quantity.		Earnings.		Progressive No.
		Previous year.	1899.	Previous year.	1899.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	5,876,061	6,043,994	1,74,28,602	1,79,95,884	167,933	...	5,67,282	...	1
2	Cotton, raw	742,721	864,996	1,09,44,314	1,15,47,010	122,275	...	6,02,696	...	2
3	Cotton, manufactured	520,125	502,729	89,49,545	82,81,567	...	17,396	...	6,67,978	3
4	Drugs and chemicals	62,974	78,199	8,51,545	10,10,791	15,225	...	1,59,246	...	4
5	Dyes and tans	225,146	249,281	21,74,151	22,65,992	24,135	...	91,841	...	5
6	Grain and pulse	6,491,054	8,355,548	4,05,26,183	5,01,67,427	1,864,494	...	96,41,244	...	6
7	Hides and skins	161,118	244,663	18,21,507	30,32,430	83,545	...	12,10,923	...	7
8	Horns	4,977	11,553	52,395	1,00,403	6,576	...	48,008	...	8
9	Jute	1,154,040	1,143,969	66,49,309	65,16,688	...	10,071	...	1,32,621	9
10	Lac	34,549	41,573	4,00,045	4,59,189	7,024	...	59,144	...	10
11	Leather, manufactured	13,161	12,306	2,39,057	2,41,359	...	855	2,302	...	11
12	Liquors	79,678	74,161	9,58,283	8,86,441	...	5,517	...	71,842	12
13	Metals	499,532	492,038	45,35,002	41,12,766	...	7,494	...	4,22,236	13
14	Oils	422,392	443,379	31,52,669	32,15,069	20,987	...	62,400	...	14
15	Oil-seeds	2,217,752	2,088,914	1,44,16,583	1,33,58,924	...	128,838	...	10,57,659	15
16	Opium	25,386	30,249	4,47,563	5,19,384	4,863	...	71,821	...	16
17	Paper and paste-board	37,201	39,270	4,10,554	4,23,238	2,069	...	12,684	...	17
18	Provisions	732,045	808,462	65,74,780	70,36,630	76,417	...	4,61,850	...	18
19	Railway plant and rolling-stock carried for the public and foreign railways	545,347	603,567	24,20,416	24,60,701	58,220	...	40,285	...	19
20	Salt	1,531,495	1,545,124	88,33,433	88,24,872	13,629	...	...	8,561	20
21	Saltpetre, etc.	82,544	89,319	6,27,254	6,83,111	6,775	...	55,857	...	21
22	Silk, raw	3,274	3,668	66,184	69,584	394	...	3,400	...	22
23	Silk, piece-goods	771	737	23,252	22,547	...	34	...	705	23
24	Spices	242,350	260,503	24,89,246	26,08,451	18,153	...	1,19,205	...	24
25	Stone and lime	924,957	1,030,612	21,97,178	24,09,135	105,655	...	2,11,957	...	25
26	Sugar	1,320,834	1,305,287	95,49,862	88,81,616	...	15,547	...	6,68,246	26
27	Tea	116,528	127,733	12,17,550	12,12,626	11,205	...	...	4,924	27
28	Timber	755,508	799,660	26,44,635	27,20,782	44,152	...	76,167	...	28
29	Tobacco	200,099	204,885	17,18,795	17,47,332	4,786	...	28,537	...	29
30	Wool, raw	40,722	43,172	7,98,328	8,38,242	2,450	...	39,914	...	30
31	Wool, manufactured	11,899	10,258	2,46,506	2,02,577	...	1,641	...	43,929	31
32	All other articles of merchandise	2,202,765	2,658,522	1,42,99,415	1,58,24,952	455,757	...	15,25,537	...	32
	TOTAL	† 27,279,005	30,208,331	†16,76,64,121	17,96,77,720	2,929,326	...	1,20,13,599	...	

* Excluding the Deoghur and Ledo and Tikak-Margherita colliery railways.
† Revised figures.

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	EAST INDIAN	474·25	1,236·42	1,710·67	509·99	2,694·91	1,747·28 (a)	(a) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana Malwa railway worked over.
II	BENGAL CENTRAL	...	125·01	125 01	22 03	147·04	(b)138·89 (c)	
III	BENGAL-NÁGPUR	...	1,191·81	1,191 81	138·81	1,330·62	1,150·99 (d)	
IV	INDIAN MIDLAND	...	796·25	796·25	97·88	894·13	1,107·09	(b) Including 13·88 miles of the Eastern Bengal State railway worked over.
V	BHOPAL-ITÁRSI (BRITISH SECTION)	...	13·11	13·11	3·01	16·12	(e) (13·11)	
VI	GODHRA-RUTLAM NÁGDÁ	...	141·14	141·14	14·89	156·03	141·14	(c) Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.
VII	WARDHA COAL	...	44·88	44·88	6·04	50·92	(f)(44·88)	
VIII	DHOND-MANMÁD	...	145·44	145·44	15·41	160·85	f)(145·44)	
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	20·58	20·58	0·96	21 54	(g) (21·47)	(d) Including V, XXVIII, XXIX and XXX; also 15·72 miles of the East Indian railway, 1 00 mile of the Oudh and Rohilkhand State railway, 0 13 mile of the Great Indian Peninsula railway, 3·13 miles of the Rajputana-Malwa railway and 1·98 miles of the Bengal-Nagpur railway worked over.
	TOTAL	474·25	3,714 64	4,188·89	809·02	5,472 16	4,285 39	
	State lines worked by the State.							
XI	NORTH WESTERN	170·49	2,758·39	2,928·88 (h)	669·19	3,768·56	2,926·22 (i)	
XII	HYDERABAD-SHADIPALLI	...	58·91	58·91	5·76	64 67	58·91	(e) Included with IV.
XIII	OUDH AND ROHILKHAND	...	950·76	950·76	137·10	1,087·86	950·76	(f) Included with XVII.
XIV	EASTERN BENGAL	112·21	155·58	267·79	130 89	510 89	267·25	(g) Included with XXXI.
XV	CALCUTTA PORT COMMISSIONERS'	1·49	7·04	8·53	13·07	23·09	8·53	(h) Including 5·63 miles (Meean Meer Chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.
XVI	EAST COAST	...	804·70	(j)804·70	(k)116·97	921·67	(l) 786·69	
	TOTAL	284·19	4,735·38	5,019·57	1,072 98	6,376·74	4,998·36	(i) Including XXXVII; also 13 miles of the East Indian railway, and 1·77 miles of the Delhi Umballa-Kalka railway worked over, but excluding 5 63 miles used for military traffic only, *vide* remark (h).
	Lines worked by guaranteed companies.							
XVII	GREAT INDIAN PENINSULA	461·92	826 09	1,288·01	261·09	2,011·02	1,491·31 (m)	(j) Including 2·66 miles (laid on the mixed gauge) and 0 33 mile (metre gauge), see also foot-note (l).
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	143·72	317 18	460·90	116·43	721 05	460·90	
XIX	MADRAS	42·40	310·99	353·39	147·53	1,043·32	(n)356·38	(k) Including 1·60 miles of metre gauge sidings.
	TOTAL	648 04	1,954·26	2,602·30	525·05	3,775·39	2,808·59	
	Assisted companies.							(l) Including 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
XX	DELHI-UMBALLA-KALKA	...	162·24	162·24	17·83	180·07	162·24	
XXI	TARKESSUR	...	22·23	22·23	2·93	25·16	22·23	
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	...	78·76	78 76	5·88	84·64	39 27	
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA)	...	423·72	423·72	44·84	468·56	419·19	
XXV	TÁPTI VALLEY	...	139·35	139·35	7·51	146 86	69·52	
	TOTAL	...	826·30	826·30	78 99	905·29	712·45	
	Lines owned by native states and worked by companies.							(m) Including VII, VIII, XXVI and XXVII.
XXVI	KHÁMGAON	...	7·55	7·55	0·87	8·42	(f) (7 55)	
XXVII	AMRÁOTI	...	5·44	5·44	0·74	6 18	(f) (5 44)	(n) Including XXXIV.
XXVIII	BÍNA-GOONA-BÁRÁN	...	145·21	145·21	11·64	156·85	(e)(118·22)	
XXIX	BHOPAL-UJJAIN	...	113·27	113·27	9·15	122·42	(e)(113·27)	(o) Including IX; also 3·10 miles worked over twice by each train and 0 89 mile of the East Coast State railway worked over.
XXX	BHOPAL ITÁRSI (NATIVE STATE SECTION)	...	44·28	44·28	8·72	53·00	(e) (44·28)	
XXXI	THE NIZAM'S GUARANTEED STATE	...	330·13	330·13	40 95	371·08	(o) 354·70	
XXXII	NÁGDÁ-UJJAIN	...	34·32	34·32	1·06	35·38	34·32	
XXXIII	THE GAEKWAR'S PETLÁD	...	13·35	13·35	1·77	15·12	13·35	
XXXIV	KOLAR GOLD-FIELDS	...	10·00	10·00	4·27	14·27	(p) 10·00)	(p) Included with XIX.
	TOTAL	...	703·55	703·55	79·17	782·72	402·37	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 52—*contd.*

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year—contd.

Classification No	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE—*concld.*							
	Lines owned by native states and worked by state railway agency.							
XXXVI	RÁJPURA-BHÁTINDA	...	107·05	107·05	12·13	119·18	107·05	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	15·92	15·92	4·59	20·51	(*a*) (15·92)	(*a*) Included with XI.
	TOTAL .	...	122·97	122·97	16·72	139·69	107·05	
	TOTAL STANDARD GAUGE .	1,406·48	12,057·10	13,463·58	2,581·93	17,451·99	13,314·21	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	...	341·80	341·80	52·03	393·83	1,048·72	
	COMPANY'S SECTION . . .	...	743·00	743·00	107·42	850·42		
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . .	...	231·17	231·17	31·37	262·54	(*b*)(214·85)	(*b*) Included with LVI.
XLI	RAJPUTANA-MALWA	(*c*)27·42	1,645·05	1,672·47	(*d*)258·73	1,958·62	1,673·20	(*c*) Including 26·28 miles of mixed gauge worked by the Rajputana-Malwa railway, and also worked over by the North Western State railway.
XLII	PÁLANPUR-DEESA	...	17·28	17·28	1·29	18·57	17·28	
XLIII	SOUTHERN MAHRATTA	...	1,042·04	1,042·04	121·04	1,163·08	(*e*)1,559·73	
XLIV	GUNTAKAL-MYSORE FRONTIER . .	...	119·50	119·50	8·93	128·43	(*f*)(119·50)	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	296·00	296·00	28·33	324·33	(*f*) (296·00)	(*d*) Including 5·17 miles of main line laid on the standard gauge.
XLVI	SOUTH INDIAN	...	1,030·53	1,030·53	121·44	1,151·97	(*g*)1,031·54	(*e*) Including XLIV, XLV, LXV, LXVI, LXVII and LXVIII; also 2·99 miles of the East Coast State railway worked over.
XLVII	MÁYAVARAM-MUTUPET	...	53·99	53·99	5·63	59·62	53·99	
XLVIII	ASSAM-BENGAL	...	434·66	434·66	57·01	491·67	413·46	(*f*) Included with XLIII.
XLIX	BURMA	12·00	981·34	993·34	151·22	1,156·56	943·50	(*g*) Including LXXX.
	TOTAL	39·42	6,936·36	6,975·78	944·44	7,959·64	6,741·42	
	State lines worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . . .	...	478·47	478·47	83·81	562·28	478·47	
	DACCA SECTION	...	85·92	85·92	14·71	100·63	85·92	
LI	CAWNPORE-BURHWAL (METRE GAUGE LINK)	...	79·60	79·60	6·11	85·71	79·60	
	TOTAL .	...	643·99	643·99	104·63	748·62	643·99	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*contd.*

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	Assisted companies.							
LIII	DEOGHUR	...	4·79	4·79	0·62	5·41	4·79	
LIV	BRAHMAPUTRA SULTANPUR	...	24·50	24·50	1·32	25·82	18·38	
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	...	53·37	53·37	4·03	57·40	34·76	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	53·92	53·92	4·59	58 51	(*a*)280·77	(*a*) Including XL, also 12 miles of the Lucknow-Bareilly section worked over.
LVII	SEGOWLIE-RAXAUL	...	18·09	18·09	3·28	21·37	9·66	
LVIII	BENGAL-DOOARS	...	36·40	36·40	7·23	43 63	36 40	
LIX	DIBRU-SADIYA	...	77·50	77·50	9·93	87·43	77·50	
LX	LEDO AND TIKAK-MARGHERITA COLLIERY	...	7·50	7 50	0·50	8·00	7·50	
LXI	AHMEDABAD-PARÁNTÍJ	...	54 59	54·59	6·64	61·23	54·59	
LXII	NÍLGHRI	...	16 90	16·90	1·54	18·44	9·26	
	TOTAL	...	347·56	347·56	39·68	387·24	533 61	
	Lines owned by native states and worked by companies.							
LXIII	THE GAEKWAR'S MEHSÁNA	...	92·63	92·63	11·73	104·36	92·63	
LXIV	HYDERABAD-GÓDÁVARI VALLEY	...	154·23	154·23	13·30	167·53	25·38	
LXV	KOLHÁPUR	...	29·07	29·07	1·70	30·77	(*b*)(29·07)	(*b*) Included with XLIII.
LXVI	YESVANTPUR-MYSORE FRONTIER	...	51·35	51·35	3·57	54·92	(*b*)(51·35)	
LXVII	MYSORE-NANJANGÚD	...	15·80	15·80	1·09	16·89	(*b*)(15·51)	
LXVIII	BIRUR-SHIMOGA	...	38·50	38·50	3·50	42·00	(3·27)	
	TOTAL	...	381·58	381·58	34·89	416 47	118·01	
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER—							
	JODHPUR SECTION	...	380·50	380·50	11·40	391 90	358·47	
	BIKANER SECTION	...	95·00	95·00	2·20	97·20	90 42	
LXXIII	UDAIPUR-CHITOR	...	67·30	67·30	3·10	70·40	63·10	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*c*)	...	333·84	333·84	42·21	376·05	455·18	(*c*) Including 4·87 miles in dock estates and quarry lines constructed and maintained by the states themselves, also LXXV, LXXVI and LXXVII only in the case of mean mileage worked.
LXXV	JETALSAR-RÁJKOT	...	46·23	46·23	3·88	50·11	(*d*)(46·23)	
LXXVI	JÁMNAGAR (*e*)	...	54·28	54·28	3·14	57·42	(*d*)(54·28)	
LXXVII	DHRÁNGADRÁ	...	20·83	20·83	1·45	22·28	(*d*)(20·83)	(*d*) Included with LXXIV.
	TOTAL	...	997·98	997·98	67·38	1,065 36	967·17	(*e*) Including the Bedi Bandar dock estate line, 3·99 miles.
	Foreign lines.							
LXXIX	WEST OF INDIA PORTUGUESE	...	51·11	51·11	11·85	62·96	51·11	
LXXX	PONDICHERRY	...	7·80	7 80	2·38	10·18	(*f*) (7·80)	(*f*) Included with XLVI.
LXXXI	KARAIKKAL-PEBALAM	...	14 45	14·45	2·13	16·58	14 45	
	TOTAL	...	73 36	73 36	16·36	89·72	65·56	
	TOTAL METRE GAUGE	39·42	9,380·83	9,420·25	1,207·38	10,667·05	9,069·76	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*concld.*

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year—concld.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by the State.							
LXXXIII	JORHÁT (2′ 0″)	...	28·00	28·00	1·80	29·80	25·95	
LXXXIV	CHERRA COMPANYGANJ (2′ 6″)	...	...	...	...	...	(a)1 88	(a) The railway was closed to traffic from the 28th March 1899 and has not since been reopened.
	TOTAL	...	28·00	28·00	1·80	29·80	27·83	
	Assisted companies.							
LXXXVI	DARJEELING-HIMALAYAN (2′ 0″)	...	51·00	51·00	3·00	54·00	51·00	
LXXXVII	BÁRSI LIGHT (2′ 6″)	...	21·59	21·59	3·22	24·81	21·59	
LXXXVIII	HOWRAH-AMTA (2′ 0″)	...	28·62	28·62	1·47	30·09	28·62	
LXXXIX	HOWRAH-SHEAKHALLA (2′ 0″)	...	19·75	19·75	0·50	20·25	(b) 21·75	(b) Including 2·00 miles of the Howrah-Amta railway worked over.
XC	RÁNAGHAT-KRISHNAGAR (2′ 6″)	...	20·25	20·25	0·80	21·05	15·09	
XCI	TÁRAKESHWAR-MAGRA (2′ 6″)	...	31·12	31·12	1·66	32·78	31·12	
XCII	TEZPORE-BÁLIPÁRÁ (2′ 6″)	...	20·00	20·00	0·96	20·96	20·00	
	TOTAL	...	192·33	192·33	11·61	203·94	189·17	
	Lines owned by native states and worked by companies.							
XCIV	GWALIOR LIGHT (2′ 0″)	...	126·14	126·14	4·70	130·84	10·37	
XCV	THE GAEKWAR'S DABHOI (2′ 6″)	...	78·80	78·80	5·50	84·30	78·80	
XCVI	RAJPIPLA (2′ 6″)	...	37·37	37·37	3·78	41·15	30·84	
	TOTAL	...	242·31	242·31	13·98	256·29	120·01	
	Line owned by native state and worked by state railway agency.							
XCVIII	COOCH BEHAR (2′ 6″)	...	33·18	33·18	2·45	35·63	30·00	
	Line owned and worked by native state.							
XCIX	MORVI (2′ 6″)	...	94·36	94·36	4·00	98·36	94·36	
	TOTAL SPECIAL GAUGES	...	590·18	590·18	33·84	624·02	461·37	
	TOTAL OF ALL RAILWAYS	1,445·90	22,028·11	23,474·01	3,823·15	28,743·06	22,845·34	

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	64,592	6,18,526	197,208	7,84,803	1,343,251	12,32,366
II	BENGAL CENTRAL	3,133	7,388	27,018	23,965	55,936	34,860
III	BENGAL-NÁGPUR	6,645	53,208	25,861	62,047	49,843	39,516
IV	INDIAN MIDLAND (*a*)	12,414	1,30,123	43,244	1,71,958	319,063	4,04,702
VI	GODHRA-RÚTLAM-NÁGDÁ	820	3,518	4,338	8,704	4,266	5,129
	TOTAL .	87,604	8,12,763	297,669	10,51,477	1,772,359	17,16,573
	State lines worked by the State.						
XI	NORTH WESTERN (*b*)	51,009	3,62,594	167,690	4,61,271	710,381	7,73,436
XII	HYDERÁBAD-SHADIPALLI	807	1,363	4,566	2,438	27,419	8,076
XIII	OUDH AND ROHILKHAND	21,978	1,21,506	68,828	1,66,051	346,976	2,67,573
XIV	EASTERN BENGAL	41,910	1,12,623	97,495	1,20,613	715,981	3,07,893
XV	CALCUTTA PORT COMMISSIONERS' (*c*) . .	...	...	...	...	...	...
XVI	EAST COAST	6,805	51,703	29,021	63,872	10,006	19,581
	TOTAL .	122,509	6,49,789	367,600	8,14,245	1,810,763	13,76,559
	Lines worked by guaranteed companies.						
XVII	GREAT INDIAN PENINSULA (*d*) . . .	111,633	5,55,070	946,788	8,45,123	364,417	6,52,412
XVIII	BOMBAY, BARODA AND CENTRAL INDIA . .	154,626	1,58,785	1,454,381	5,16,376	382,745	6,60,666
XIX	MADRAS (*e*)	24,404	2,00,089	125,940	2,86,616	...	...
	TOTAL .	290,663	9,13,894	2,527,109	16,48,115	747,162	13,13,078
	Assisted companies.						
XX	DELHI-UMBALLA-KALKA	8,079	68,112	20,459	72,862	47,194	57,562
XXI	TARKESSUR	377	359	3,449	1,551	-147,749	34,119
XXII	SOUTH BEHAR (LUCKEESERAI-GYA) (*f*) .	492	1,086	1,518	1,691	7,480	4,405
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . .	758	4,619	2,268	6,714	9,697	9,986
XXV	TÁPTI VALLEY	396	895	3,219	2,819	...	...
	TOTAL .	10,102	75,071	30,913	85,637	212,120	1,06,072
	Lines owned by native states and worked by companies.						
XXXI	THE NIZAM'S GUARANTEED STATE (*g*) . .	9,346	56,285	43,494	84,657	256,438	1,16,972
XXXII	NÁGDÁ-UJJAIN	210	566	930	1,004	544	259
XXXIII	THE GAEKWAR'S PETLÁD	197	141	3,198	1,255	...	...
	TOTAL .	9, 53	56,992	47,622	86,916	256,982	1,17,231
	Line owned by native state and worked by state railway agency.						
XXXVI	RÁJPURA-BHÁTINDA	4,167	8,184	7,248	7,294	29,308	13,559
	TOTAL .	4,167	8,184	7,248	7,294	29,308	13,559
	TOTAL STANDARD GAUGE .	524,798	25,16,693	3,278,161	36,93,684	4,828,694	46,43,072

No. 33.

railways during the year ending with the 31st December 1899.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
17,054,185	1,35,20,796	18,659,236	1,61,56,491	22,63,889	1,84,20,380	I	
1,645,388	5,62,465	1,731,475	6,28,678	64,805	6,93,483	II	
2,854,491	17,91,920	2,936,840	19,46,691	2,05,796	21,52,487	III	
1,655,602	14,03,978	2,030,323	21,10,761	5,22,859	26,33,620	IV	(a) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways.
323,356	1,37,223	332,780	1,54,574	22,344	1,76,918	VI	
23,533,022	1,74,16,382	25,690,654	2,09,97,195	30,79,693	2,40,76,888		
14,667,969	86,75,469	15,597,049	1,02,72,761	14,36,687	1,17,09,448	XI	(b) Including the Jammu and Kashmir railway (Native state section).
356,407	77,035	389,199	88,912	6,158	95,070	XII	
5,954,947	32,93,166	6,392,729	38,48,296	4,09,351	42,57,647	XIII	
6,682,632	21,48,034	7,538,018	26,89,163	3,40,884	30,30,047	XIV	
...	...	...	...	...	...	XV	(c) There is no passenger traffic on this line.
3,720,046	18,56,459	3,765,878	19,91,615	1,40,338	21,31,953	XVI	
31,382,001	1,60,50,154	33,682,873	1,88,90,747	23,33,418	2,12,24,165		
14,721,669	43,07,430	16,144,507	63,60,035	18,51,188	82,11,223	XVII	(d) Including the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways.
14,041,917	27,39,513	16,033,669	40,75,290	6,55,530	47,30,820	XVIII	
7,902,740	25,27,097	8,053,084	30,13,802	6,00,982	36,14,784	XIX	(e) Including the Kolar Gold-fields railway.
36,666,326	95,74,040	40,231,260	1,34,49,127	31,07,700	1,65,56,827		
874,987	5,07,888	950,719	7,06,424	1,68,053	8,74,477	XX	
1,039,600	2,35,190	1,191,175	2,71,219	5,558	2,76,777	XXI	
242,085	1,12,897	251,575	1,20,079	3,112	1,23,191	XXII	(f) Opened to traffic from the 3rd July 1899.
853,083	3,79,366	865,806	4,00,685	36,412	4,37,097	XXIII	
225,867	78,585	229,482	82,299	6,191	88,490	XXV	
3,235,622	13,13,926	3,488,757	15,80,706	2,19,326	18,00,032		
921,566	4,97,498	1,230,844	7,55,412	1,29,786	8,85,198	XXXI	(g) Including the Bezwada extension (East Coast State railway).
82,091	24,978	83,775	26,807	2,765	29,572	XXXII	
166,425	28,689	169,820	30,085	2,280	32,365	XXXIII	
1,170,082	5,51,165	1,484,439	8,12,304	1,34,831	9,47,135		
819,803	2,94,032	860,526	3,23,069	25,470	3,48,539	XXXVI	
819,803	2,94,032	860,526	3,23,069	25,470	3,48,539		
96,806,856	4,51,99,699	105,438,509	5,60,53,148	89,00,438	6,49,53,586		

* See also statements Nos. 26 and 36.

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	17,382	50,656	25,236	41,933	65,549	45,258
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	18,350	1,26,756	72,705	2,06,013	258,437	2,72,146
XLII	PÁLANPUR-DEESA	560	569	2,167	847	...	...
XLIII	SOUTHERN MAHRATTA (*a*)	15,638	81,533	69,860	1,45,952	...	...
XLVI	SOUTH INDIAN (*b*)	23,246	77,566	98,405	1,49,704	...	...
XLVII	MÁYAVARAM-MUTUPET	371	363	5,911	2,899	...	...
XLVIII	ASSAM-BENGAL	3,765	18,467	8,743	19,217	...	...
XLIX	BURMA	30,293	1,06,739	238,729	2,07,856	86,671	1,01,446
	TOTAL	109,605	4,62,649	521,756	7,74,421	410,657	4,18,850
	State line worked by the State.						
L	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2′ 6″ gauge branch)	7,935	49,172	23,586	72,950	183,519	1,11,695
	DACCA SECTION	3,728	5,031	13,897	11,505	87,713	25,380
	TOTAL	11,663	54,203	37,483	84,455	271,232	1,37,075
	Assisted companies.						
LIII	DEOGHUR	1,000	500	...	...	...	...
LIV	BRAHMAPUTRA-SULTANPUR (*c*)	124	229	450	451	4,076	1,688
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	240	626	1,335	1,432	4,480	1,755
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*)	4,581	33,667	15,914	58,798	11,667	9,623
LVII	SEGOWLIE-RAXAUL (*e*)	247	241	133	83	186	57
LVIII	BENGAL-DOOARS	533	1,638	1,582	2,695	1,536	858
LIX	DIBRU-SADIYA	4,311	10,579	2,864	3,955	...	...
LX	LEDO AND TIKAK-MARGHERITA COLLIERY (*f*)	...	...	...	...	...	...
LXI	AHMEDABAD-PARÁNTÍJ	343	645	2,184	2,130	...	...
LXII	NÍLGIRI (*g*)	1,519	11,447	2,919	9,354	...	...
	TOTAL	12,898	59,572	27,381	78,898	21,945	13,981
	Lines owned by native states and worked by companies.						
LXIII	THE GAEKWAR'S MEHSÁNA	987	1,604	4,275	3,925	...	...
LXIV	HYDERABAD-GÓDAVARI VALLEY (*h*)	113	472	728	915	...	...
	TOTAL	1,100	2,076	5,003	4,840	...	...
	Lines owned and worked by native states.						
LXXII	JODHPUR-BIKANER—						
	JODHPUR SECTION	1,004	7,894	5,871	13,687	...	...
	BIKANER SECTION	238	1,142	999	1,357	...	...
LXXIII	UDAIPUR-CHITOR	751	2,762	1,332	3,141	1,878	1,525
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*i*)	7,777	21,746	60,812	73,670	1,547	1,590
	TOTAL	9,770	33,544	69,014	91,855	3,425	3,115
	Foreign lines.						
LXXIX	WEST OF INDIA PORTUGUESE	1,891	1,831	10,948	4,793	...	...
LXXXI	KÁRAIKKAL-PERALAM	183	143	1,545	604	...	...
	TOTAL	2,074	1,974	12,493	5,397	...	...
	TOTAL METRE GAUGE	147,110	6,14,018	673,130	10,39,866	707,259	5,73,021

No. 33—*concld.*

railways during the year ending with the 31st December 1899—concld.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
						XXXIX	
6,974,810	24,41,512	7,082,977	25,79,359	1,71,236	27,50,595		
9,523,428	50,81,699	9,872,920	56,86,614	7,33,741	64,20,355	XLI	
100,882	16,805	103,609	18,221	2,190	20,411	XLII	
3,167,007	14,28,024	3,252,505	16,55,509	3,29,280	19,84,789	XLIII	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd and Birur-Shimoga railways.
11,368,133	37,67,954	11,489,784	39,95,224	2,62,727	42,57,951	XLVI	
1,080,370	1,72,548	1,096,652	1,75,810	3,788	1,79,598	XLVII	
1,410,045	8,19,955	1,422,553	8,57,639	70,098	9,27,737	XLVIII	(b) Including the Pondicherry railway.
9,898,906	36,85,422	10,054,599	41,01,463	2,06,598	43,08,061	XLIX	
43,323,581	1,74,13,919	44,365,599	1,90,69,839	17,79,658	2,08,49,497		
						L	
2,503,983	13,93,656	2,719,023	16,27,473	2,16,329	18,43,802		
1,154,580	3,26,264	1,259,918	3,68,180	23,218	3,91,398		
3,658,563	17,19,920	3,978,941	19,95,653	2,39,547	22,35,200		
222,021	28,306	223,021	28,806	...	28,806	LII	
66,184	17,424	70,834	19,792	813	20,605	LIV	(c) Opened to traffic from the 1st April 1900.
211,004	46,683	217,059	50,496	1,896	52,392	LV	
1,139,684	4,42,388	1,171,846	5,44,476	78,661	6,23,137	LVI	(d) Including the Lucknow-Bareilly section.
28,887	5,225	29,453	5,606	730	6,336	LVII	
161,422	40,420	165,073	45,611	8,343	53,954	LVIII	(e) Opened to traffic on the 1st March 1899, but was closed on the 21st June 1899 owing to damages done by a flood, and re-opened on the 19th October 1899.
236,714	1,01,326	243,889	1,15,860	22,903	1,38,763	LIX	
...	...	...	...	...	...	LX	
341,600	89,263	344,127	92,038	5,198	97,236	LXI	(f) There is no passenger traffic on this line.
45,604	19,331	50,042	40,132	8,557	48,689	LXII	
2,453,120	7,90,366	2,515,344	9,42,817	1,27,101	10,69,918		
633,057	1,49,811	638,319	1,55,340	11,045	1,66,385	LXIII	(g) Opened to traffic from the 15th June 1899.
17,891	8,026	18,732	9,413	586	9,999	LXIV	
650,948	1,57,837	657,051	1,64,753	11,631	1,76,384		
762,334	4,51,676	769,209	4,73,257	54,632	5,27,889	LXXII	(h) Opened to traffic from the 21st October 1899.
106,741	41,514	107,978	44,013	5,513	49,526		
186,214	83,114	190,175	90,542	7,327	97,869	LXXIII	
1,812,954	8,90,092	1,883,090	9,87,098	80,309	10,67,407	LXXIV	(i) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadra railways.
2,868,243	14,66,396	2,950,452	15,94,910	1,47,781	17,42,691		
209,039	38,531	221,878	45,155	6,925	52,080	LXXIX	
178,066	21,199	179,794	21,946	330	22,276	LXXXI	
387,105	59,730	401,672	67,101	7,255	74,356		
53,341,560	2,16,08,168	54,869,059	2,38,35,073	23,12,973	2,61,48,046		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN . . .	3,664,102	2,81,66,539	7,927	3,40,480	203,365	2,57,658	3,897,566	1,35,13,160
II	BENGAL CENTRAL . . .	103,851	3,02,440	154	204	5,104	3,148	20,207	19,593
III	BENGAL-NÁGPUR . . .	670,897	52,94,632	389	5,311	314,419	1,96,859	651,615	5,19,962
IV	INDIAN MIDLAND (*a*) . .	573,593	47,38,870	2,405	40,647	175,353	74,189	11,307	55,055
VI	GODHRA-RUTLAM-NÁGDÁ .	239,052	10,84,515	20	173	20,122	15,976	38	70
	TOTAL .	5,251,495	3,95,36,996	10,895	3,86,815	718,363	5,47,830	4,580,733	1,41,07,842
	State lines worked by the State.								
XI	NORTH WESTERN . . .	2,365,302	2,00,96,331	18,929	4,03,398	652,573	2,40,402	33,515	89,587
XII	HYDERABAD-SHADIPALLI .	107,767	1,24,500	177	94	537	75	1	...
XIII	OUDH AND ROHILKHAND (*b*) .	1,170,717	51,92,505	2,578	26,129	258,288	1,19,044	29,771	99,954
XIV	EASTERN BENGAL . . .	1,115,171	50,31,513	175	955	79,886	1,16,971	206,184	1,35,472
XV	CALCUTTA PORT COMMISSIONERS'.	823,182	3,79,055	...	...	...	...	20,944	7,815
XVI	EAST COAST	526,573	14,37,366	124	3,284	150,204	1,67,252	97,719	3,12,161
	TOTAL .	6,108,712	3,22,61,270	21,983	4,33,860	1,141,488	6,43,744	388,134	6,44,989
	Lines worked by guaranteed companies.								
XVII	GREAT INDIAN PENINSULA (*c*)	2,279,233	2,54,05,129	8,583	2,03,414	52,930	71,706	137,781	3,22,540
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	1,465,411	1,11,05,121	1,282	21,573	250,383	2,17,443	63,918	2,88,248
XIX	MADRAS (*d*)	851,811	58,77,948	1,848	59,871	4,725	24 309	189,183	7,17,810
	TOTAL	4,596,455	4,23,88,198	11,713	2,84,858	308,038	3,13,458	390,882	13,28,598
	Assisted companies.								
XX	DELHI-UMBALLA-KALKA .	126,348	5,31,585	1,491	9,654	1,779	2,011	5,854	12,554
XXI	TARKESSUR	21,739	26,855	...	...	10,416	1,846	3,233	1,477
XXII	SOUTH BEHAR (LUCKEESERAI-GYA) (*e*).	24,481	62,309	...	...	9,245	14,112	2,351	2,496
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA).	261,720	8,81,287	2,068	35,896	449	(*f*)—*314*	1,473	871
XXV	TÁPTI VALLEY . . .	45,832	1,25,091	...	...	26,754	21,212	16	42
	TOTAL .	480,120	16,27,127	3,559	45,550	48,643	38,867	12,927	17,440
	Lines owned by native states and worked by companies.								
XXXI	THE NIZAM'S GUARANTEED STATE (*g*).	296,762	19,92,318	1,126	20,440	66,455	88,520	325,665	12,18,834
XXXII	NÁGDÁ-UJJAIN . . .	61,682	1,14,097	...	...	119	37	4,410	1,879
XXXIII	THE GAEKWAR'S PETLÁD .	26,620	33,462	...	...	...	...	...	...
	TOTAL .	385,064	21,39,877	1,126	20,440	66,574	88,557	330,075	12,20,713
	Line owned by native state and worked by state railway agency.								
XXXVI	RÁJPURA-BHÁTINDA . .	144,367	3,06,834	790	9,072	224	191	97	242
	TOTAL .	144,367	3,06,834	790	9,072	224	191	97	242
	TOTAL STANDARD GAUGE	16,966,213	11,82,60,302	50,066	11,80,595	2,283,330	16,32,647	5,702,848	1,78,19,824

No. 34.

during the year ending with the 31st December 1899.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
10,227	33,926	503,509	9,78,537	546,257	4,66,822	4,998	1,83,089	1,07,892	8,837,951	4,40,48,103	I	
...	...	8,648	4,009	2,114	889	...	4	8,049	140,078	3,38,338	II	
14,292	66,636	60,073	1 89,940	139,502	72,081	496	4,495	13,711	1,851,683	63,63,627	III	
195	593	76,102	1,97,698	161,488	44,758	286	10,345	12,256	1,000,729	51,74,41)	IV	(a) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways.
13,088	21,631	3,853	6,159	6,605	6,441	808	4,999	1,158	283,586	10,91,10:	VI	
37,802	1,22,786	652,185	13,76,323	855,966	5,90,991	6,588	2,02,932	1,43,066	12,114,027	5,70,15,58:		
12,268	31,777	200,835	4,90,643	1,244,479	8,95,905	4,931	1,67,148	1,99,128	4,532,832	2,26,14,319	XI	
...	...	2	2	4,480	1,303	...	...	547	112,964	1,26,521	XII	
6,620	18,827	54,732	1,76,867	451,210	1,18,487	769	23,426	20,258	1,974,685	57,89,497	XIII	(b) Including the Cawnpore-Burhwal (metre-gauge link).
...	...	106,771	86,730	55,890	74,871	299	2,43:	61,988	1,564,376	55,10,933	XIV	
...	...	...	...	...	...	...	...	—3,667	844,126	3,83,203	XV	
...	...	41,163	63,824	36,169	50,415	18	599	19,114	851,970	20,54,015	XVI	
18,888	50,604	403,503	8,12,066	1,792,228	11,40,981	6,017	1,93,606	2,97,368	9,880,938	3,64,78,488		
430	590	246,234	5,89,269	258,298	3,57,358	13,372	2,46,804	69,056	2,996,861	2,72,15,866	XVII	(c) Including the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railway.
3,714	6,489	98,184	1,89,666	94,748	1,01,667	25,019	4,10,283	10,982	2,002,659	1,23,51,472	XVIII	
...	...	25,297	44,762	246,234	1,08 825	1,545	46,180	25,090	1,320,648	69,04,795	XIX	(d) Including the Kolar gold-fields railway.
4,144	7,079	369,715	7,73,697	599,280	5,67,850	39,936	7,03,267	1,05,128	6,320,163	4,64,72,133		
...	...	...	...	...	...	404	4,864	6,220	135,876	5,66,888	XX	(e) Opened to traffic from the 3rd July 1899.
...	...	3	1	2,816	452	...	...	749	38,207	31,380	XXI	(f) Due to an adjustment on account of the previous year.
867	666	...	...	...	...	1	9	409	36,945	80,001	XXII	
...	...	...	...	...	...	154	3,264	15,044	265,864	9,36,048	XXIII	
...	...	813	808	18	23	898	3,805	359	74,331	1,51,340	XXV	
867	666	816	809	2,834	475	1,457	11,942	22,781	551,223	17,65,657		
4,164	15,473	31,195	45,752	149,791	28,088	260	6,384	5,842	875,418	34,21,651	XXXI	(g) Including the Bezwada extension (East Coast State railway).
...	...	10	3	35	17	5	18	527	66,261	1,16,578	XXXII	
...	...	297	42	14	2	552	760	291	27,483	34,557	XXXIII	
4,164	15,473	31,502	45,797	149,840	28,107	817	7,162	6,660	969,162	35,72,786		
...	...	11	5	13,011	4,979	95	582	1,251	158,595	3,23,156	XXXVI	
...	...	11	5	13,011	4,979	95	582	1,251	158,595	3,23,156		
65,865	1,96,608	1,457,732	30,08,697	3,413,159	23,33,383	54,910	11,19,491	5,76,254	29,994,123	14,56,27,601		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION . .	976,206	36,77,326	22	54	106,271	1,11,249	44,486	73,316
	COMPANY'S SECTION. .								
XLI	RAJPUTANA-MALWA . .	1,814,605	1,70,27,847	5,576	89,002	66,616	76,330	15,267	72,119
XLII	PÁLANPUR-DEESA . .	17,605	22,892	831	879	...	...	...	...
XLIII	SOUTHERN MAHRATTA (*a*) .	941,448	50,01,582	888	9,979	19,797	33,708	3,067	11,351
XLVI	SOUTH INDIAN (*b*) . . .	828,773	39,41,811	126	3,306	109,257	24,630	26,746	39,410
XLVII	MÁYAVARAM-MUTUPET . .	43,824	53,074	9	25	15,686	1,406	160	48
XLVIII	ASSAM-BENGAL . . .	95,950	4,18,629	62	1,608	347,763	1,75,418	8,694	20,422
XLIX	BURMA	773,331	38,13,041	638	15,149	150,937	1,64,134	355	346
	TOTAL .	5,490,842	3,39,56,202	8,152	1,20,002	816,327	5,86,875	98,725	2,17,012
	State line worked by the State.								
L	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia Dhurla, 2′ 6″ gauge branch.	530,491	33,00,749	6	110	45,378	75,799	16,037	39,919
	DACCA SECTION . . .	57,380	1,62,439	...	...	1,930	2,161	1,506	2,557
	TOTAL .	587,871	34,63,188	6	110	47,308	77,960	17,543	42,476
	Assisted companies.								
LIII	DEOGHUR	13,060	4,262	...	...	...	...	...	...
LIV	BRAHMAPUTRA-SULTANPUR (*d*)	9,783	14,572	...	...	112	31	162	158
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ.	9,035	12,550	3	9	1,779	813	180	131
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION). (*e*).	335,627	8,64,488	273	1,956	2,079	1,728	628	1,151
LVII	SEGOWLIE-RAXAUL (*f*) .	8,630	6,199	...	...	186	218	682	501
LVIII	BENGAL-DOOARS . . .	26,133	1,83,616	...	...	10,220	7,965	2,213	7,730
LIX	DIBRU-SADIYA . . .	44,728	2,92,673	...	...	...	...	219,321	3,81,798
LX	LEDO AND TIKAK-MARGHERITA COLLIERY.	17,544	17,865	...	...	...	...	221,895	45,219
LXI	AHMEDABAD-PARANTIJ . .	72,216	1,10,734	5	28	...	...	16	26
LXII	NILGIRI (*g*)	3,455	32,256	77	865	...	...	...	...
	TOTAL .	540,211	15,39,215	358	2,858	14,376	10,755	445,097	4,36,714
	Lines owned by native states and worked by companies.								
LXIII	THE GAEKWAR'S MEHSÁNA .	139,934	2,05,390	...	...	...	...	2	5
LXIV	HYDERABAD GÓDÁVARI VALLEY (*h*)	9,165	50,268	6	50	2,420	1,863	242	480
	TOTAL .	149,099	2,55,658	6	50	2,420	1,863	244	485
	Lines owned and worked by native states.								
LXXII	JODHPUR-BIKANER—								
	JODHPUR SECTION . .	245,406	13,11,262	11	204	24,278	18,735	98	157
	BIKANER SECTION . .	46,471	98,367	8	52	11,693	8,615	2,789	2,450
LXXIII	UDAIPUR-CHITOR . .	25,449	1,06,009	10	106	939	787	...	...
LXXIV	BHÁVNAGAR-GONDAL-JUNAGAD-PORBANDAR. (*i*).	297,556	10,75,713	7	68	1,520	1,500	3,895	11,282
	TOTAL .	614,882	25,91,351	36	430	38,430	29,637	6,782	13,889
	Foreign lines.								
LXXIX	WEST OF INDIA PORTUGUESE	114,100	3,40,197	...	...	...	...	1	2
LXXXI	KÁRAIKKAL-PERALAM . .	4,601	4,496	...	...	7,779	232	...	...
	TOTAL .	118,701	3,44,693	...	...	7,779	232	1	2
	TOTAL METRE GAUGE .	7,501,606	4,21,50,307	8,558	1,23,450	926,640	7,07,322	568,392	7,10,578

No. 34—*concld.*

during the year ending with the 31st December 1899—concld.

Coal and coke for construction (home line only.)		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	A	Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
4,702	3,860	72,220	1,25,633	93,522	94,841	112	1,989	48,029	1,297,491	41,36,297	XXXIX	
3,536	12,465	113,718	3,07,882	99,097	1,63,760	5,199	1,34,911	27,493	2,123,614	1,79,11,809	XLI	
...	...	22	6	63	15	36	110	213	18,557	24,115	XLII	(*a*) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd and Birur-Shimoga railways. (*b*) Including the Pondicherry railway.
...	...	49,285	2,42,977	78,906	94,304	720	11,590	18,703	1,094,111	54,24,194	XLIII	
...	...	45,161	46,161	347,645	50,089	773	5,841	22,755	1,358,481	41,33,953	XLVI	
...	...	2,858	1,064	83,535	4,208	33	82	392	146,145	60,239	XLVII	
11,533	12,524	7,504	10,103	1,145	1,216	42	717	6,728	471,793	6,47,365	XLVIII	
1,065	1,160	41,451	72,689	119,831	1,07,255	4,492	4,16,892	9,343	1,092,100	43,00,009	XLIX	
20,836	30,009	332,259	8,06,455	823,744	5,15,638	11,407	2,72,132	1,33,656	7,602,292	3,66,37,981		
											L	
...	...	16,727	35,680	28,933	52,124	52	1,298	13,551	637,624	35,19,230		
...	...	6,154	1,331	4,718	4,159	2	26	1,971	71,690	1,74,644		
...	...	22,881	37,011	33,651	56,283	54	1,324	15,522	709,314	36,93,874		
...	...	354	(*c*)	...	...	...	...	...	13,414	4,262	LII	(*c*) Carried free.
...	...	311	90	1,099	338	...	...	185	11,467	15,374	LIV	(*d*) Opened to traffic from the 1st April 1899.
89	37	...	...	...	...	2	12	193	11,083	13,745	LV	(*e*) Including the Lucknow-Bareilly section.
...	...	13	16	33,744	18,101	75	1,436	9,718	372,439	8,98,594	LVI	
...	...	...	...	...	...	...	...	625	9,498	7,543	LVII	(*f*) Opened to traffic on the 1st March 1899, but was closed on the 21st June 1899, owing to damages done by a flood, and reopened on the 29th October 1899.
51	54	...	...	324	83	...	...	3,264	38,941	2,02,712	LVIII	
...	...	...	...	5,069	3,631	102	754	319	269,220	6,79,175	LIX	
...	...	...	...	...	...	...	...	...	239,429	63,084	LX	
...	...	21	16	605	170	5	75	666	72,868	1,11,715	LXI	(*g*) Opened to traffic from the 15th June 1899.
...	...	...	...	766	1,969	...	...	243	4,293	35,333	LXII	
140	91	699	122	41,607	24,292	184	2,277	15,213	1,042,673	20,31,537		
...	...	...	...	1,075	464	130	241	624	141,141	2,06,724	LXIII	(*h*) Opened to traffic from the 21st October 1899.
21	55	218	309	12	37	...	6	143	12,084	53,211	LXIV	
21	55	218	309	1,087	501	130	247	767	153,225	2,59,935		
...	...	6,709	14,035	959	1,536	45	880	2,946	277,506	13,49,755	LXXII	(*i*) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways.
...	...	1,649	1,347	47	38	3	35	942	62,660	1,11,846		
...	...	...	...	26	21	4	51	1,848	26,428	1,08,822	LXXIII	
1,349	151	9,523	12,709	2,018	2,813	305	3,317	1,842	316,173	11,09,395	LXXIV	
1,349	151	17,881	28,091	3,050	4,408	357	4,283	7,578	682,767	26,79,818		
...	...	104	52	3,603	2,337	...	...	214	117,808	3,42,805	LXXIX	
...	...	...	...	2,469	106	4	8	76	14,853	4,918	LXXXI	
...	...	104	52	6,072	2,443	4	8	290	132,661	3,47,720		
22,346	30,306	374,042	8,72,040	909,211	6,03,565	12,136	2,80,271	1,73,026	10,322,931	4,56,50,865		

* See also statements Nos. 26 and 36.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED)	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	NUMBER
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	General merchandise.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	7,832,961	22,812,595	71,474,758	1,041,784,041	1,143,904,355	14,807,051	908,800,740
II	BENGAL-CENTRAL	121,488	783,861	1,911,101	36,917,734	39,734,184	314,718	8,355,132
III	BENGAL-NAGPUR	751,323	2,059,394	2,632,982	173,348,458	178,792,157	1,026,638	151,118,082
IV	INDIAN MIDLAND	2,306,715	6,759,058	26,175,778	105,711,292	140,952,843	2,636,885	130,915,357
VI	GODHRA-RUTLAM-NAGDA	48,307	229,325	331,921	13,221,158	13,830,711	118,345	21,689,838
	TOTAL	11,060,794	32,644,233	102,526,540	1,370,982,683	1,517,214,250	18,903,637	1,220,879,149
	State lines worked by the State.							
XI	NORTH WESTERN	6,396,889	19,362,902	49,306,479	736,724,201	811,790,471	8,913,401	696,334,227
XII	HYDERABAD-SHADIPALLI	21,900	78,939	516,836	6,573,568	7,191,243	17,201	2,849,218
XIII	OUDH AND ROHILKHAND	2,050,580	5,951,196	15,372,434	252,916,666	276,290,876	2,037,869	167,524,733
XIV	EASTERN BENGAL	1,753,057	3,696,097	19,759,812	166,474,842	191,683,808	1,345,396	108,929,577
XV	CALCUTTA PORT COMMISSIONERS'					There is no passenger traffic on this line.		
XVI	EAST COAST	622,529	1,640,063	856,070	143,824,996	146,943,658	574,618	54,479,548
	TOTAL	10,844,955	30,729,197	85,811,631	1,306,514,273	1,433,900,056	12,888,485	1,030,117,303
	Lines worked by guaranteed companies.							
XVII	GREAT INDIAN PENINSULA	9,730,050	39,345,551	41,769,515	431,657,323	522,502,439	10,196,306	633,660,844
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	3,143,673	21,433,349	42,379,451	231,559,643	298,516,116	4,182,950	250,692,663
XIX	MADRAS	3,558,971	11,608,630	...	229,751,587	244,919,188	3,099,473	120,977,427
	TOTAL	16,432,694	72,387,530	84,148,966	892,968,553	1,065,937,743	17,478,729	1,005,330,934
	Assisted companies.							
XX	DELHI-UMBALLA KALKA	598,810	1,531,058	2,660,674	34,083,650	38,874,192	1,009,279	10,526,292
XXI	TARKESSUR	6,852	64,100	2,166,596	15,338,515	17,576,063	33,541	449,082
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	13,966	42,973	254,217	8,967,367	9,278,523	15,876	1,359,823
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA)	89,447	290,712	639,084	32,372,517	33,391,760	257,192	28,798,636
XXV	TAPTI VALLEY	15,853	99,105	...	6,036,699	6,151,657	26,018	2,653,725
	TOTAL	724,928	2,027,948	5,720,571	96,798,748	105,272,195	1,341,906	43,787,558
	Lines owned by native states and worked by companies.							
XXXI	THE NIZAM'S GUARANTEED STATE	708,639	3,462,290	8,983,488	47,759,770	60,914,187	690,458	47,170,000
XXXII	NAGDA-UJJAIN	7,377	25,018	16,543	2,131,455	2,180,393	14,353	2,081,508
XXXIII	THE GAEKWAR'S PETLAD	2,531	44,148	...	2,210,150	2,256,829	10,706	355,959
	TOTAL	718,547	3,531,456	9,000,031	52,101,375	65,351,409	715,517	49,607,467
	Line owned by native state and worked by state railway agency.							
XXXVI	RAJPURA-BHATINDA	134,709	248,856	867,800	25,090,725	26,342,090	118,429	10,040,602
	TOTAL	134,709	248,856	867,800	25,090,725	26,342,090	118,429	10,040,602
	TOTAL STANDARD GAUGE	39,916,627	141,569,220	288,075,539	3,744,456,357	4,214,017,743	51,446,703	3,359,763,013

* See also statements

No. 35.

railways during the year ending with the 31st December 1899.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	Remarks.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live-stock.	Total.		
3,113,832	18,308,570	744,613,823	2,397,980	115,769,778	43,264,743	1,778,059	1,838,047,525	I	
309	246,681	687,081	...	314,148	69,639	3	9,672,993	II	
54,498	24,697,604	27,922,593	5,222,538	14,886,307	4,644,888	80,364	228,626,869	III	
703,447	4,152,748	3,480,757	46,511	15,494,313	2,991,924	67,550	157,852,607	IV	
2,320	441,884	3,962	1,526,850	433,337	354,756	60,892	24,513,789	VI	
3,874,406	47,847,437	776,708 216	9,193,879	146,897,883	51,325,945	1,986,868	2,258,713,783		
4,219,574	17,397,648	4,506,212	2,840,614	37,032,469	71,318,916	1,303,133	834,952,793	XI	
758	2,295	5	...	106	71,879	...	2,924,261	XII	
302,615	7,905,233	5,024,556	1,441,078	13,297,671	7,801,704	160,161	208,457,751	XIII	
7,319	9,166,672	5,650,895	...	6,796,824	5,867,464	23,081	136,441,832	XIV	
			Mileage not recorded					XV	
34,267	13,100,382	16,620,590	...	5,001,727	3,950,879	1,106	93,188,499	XVI	
4,564,533	47,572,230	31,802,258	4,281,692	62,128,797	89,010,842	1,487,481	1,270,965,136		
2,047,749	6,453,594	17,918,572	56,610	51,769,836	32,783,063	2,787,636	747,477,904	XVII	
249,536	12,767,751	19,180,563	457,994	13,388,208	6,584,414	4,669,094	307,990,223	XVIII	
408,957	785,880	29,390,019	...	2,439,279	5,153,671	273,214	159,428,447	XIX	
2,706,242	20,007,225	66,489,154	514,604	67,597,323	44,521,148	7,729,944	1,214,896,574		
148,981	88,769	722,174	...	...	...	32,422	11,518,638	XX	
...	98,454	69,699	...	34	45,614	..	662,883	XXI	
...	902,487	142,942	45,089	...	...	63	2,450,404	XXII	
407,972	50,464	274,493	...	...	...	21,448	29,553,013	XXIII	
...	1,497,314	659	...	57,031	1,606	91,951	4,302,286	XXV	
556,953	2,637,488	1,209,967	45,089	57,065	47,220	145,884	48,487,224		
206,633	4,345,627	62,585,766	832,723	3,373,209	2,608,205	29,423	121,151,586	XXXI	
...	2,647	149,952	...	199	1,182	170	2,235,658	XXXII	
...	...	...	...	2,974	132	7,692	366,757	XXXIII	
206,633	4,348,274	62,735,718	832,723	3,376,382	2,609,519	37,285	123,754,001		
76,594	15,302	8,546	...	430	428,909	6,446	10,576,329	XXXVI	
76,594	15,302	8,546	...	430	428,909	6,446	10,576,829		
11,985,361	122,427,956	938,953,859	14,867,987	280,057,880	187,943,583	11,393,908	4,927,393,547		

Nos. 25 and 26.

STATEMENT

Unit mileage of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	PASSENGER TRAFFIC. NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE). 1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.	OTHER COACHING TRAFFIC. Ton-miles	NUMBER General merchandise.
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . .	582,277	1,040,729	2,211,123	234,332,857	238,166,986	801,409	120,171,468
	COMPANY'S SECTION . . .							
XLI	RAJPUTANA-MALWA . .	1,803,242	6,576,068	17,519,941	489,844,208	515,743,459	4,953,801	463,993,241
XLII	PÁLANPÚR-DEESA	7,629	21,221	...	1,433,977	1,462,827	16,114	306,896
XLIII	SOUTHERN MAHRATTA . . .	1,381,772	5,265,493	...	137,156,977	143,804,242	1,411,911	138,967,274
XLVI	SOUTH INDIAN (*a*)	1,278,353	4,917,627	...	362,485,091	368,681,071	886,013	79,776,513
XLVII	MÁYAVARAM-MUTUPET . . .	5,809	92,979	...	16,564,571	16,663,359	9,931	1,090,998
XLVIII	ASSAM-BENGAL	235,309	477,559	...	52,477,118	53,189,986	311,125	9,201,088
XLIX	BURMA	1,482,281	6,169,640	5,267,186	267,579,493	280,498,605	907,852	93,087,254
	TOTAL .	6,776,672	24,561,916	24,998,250	1,561,874,2 7	1,618,210,535	9,298,156	906,595,032
	State line worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia Dharla, 2′6″ gauge, branch) .	675,511	2,334,092	6,860,872	107,032,706	116,903,181	870,018	59,619,873
	DACCA SECTION	67,905	302,410	1,662,521	25,057,096	27,089,932	93,466	3,821,826
	TOTAL .	743,416	2,636,502	8,523,393	132,089,802	143,993,113	963,484	63,441,699
	Assisted companies.							
LIII	DEOGHUR	4,790	....	...	1,063,481	1,068,271	...	62,557
LIV	BRAHMAPUTRA-SULTANPUR .	2,956	10,739	97,050	1,338,148	1,448,893	3,348	177,213
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	8,229	33,478	98,046	3,585,266	3,725,019	7,771	182,496
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . .	242,637	1,010,85	461,147	38,623,387	40,338,028	239,251	24,034,106
LVIII	BENGAL DOOARS	11,973	34,777	35,271	2,586,855	2,668,876	33,169	611,331
LIX	DIBRU-SADIYA	92,095	67,284	4,863,648	...	5,023,022	20,600	1,850,071
LX	LEDO AND TIRAK-MARGHERITA COLLIERY	...	...	...	...	...	...	17,544
LXI	AHMEDABAD-PARÁNTIJ . . .	8,863	56,179	...	7,617,197	7,682,239	19,372	2,366,377
LXII	NÍLGIRI	28,919	47,261	...	500,330	576,510	4,632	58,692
	TOTAL .	400,462	1,260,575	5,555,157	55,314,664	62,530,858	328,143	29,360,387
	Lines owned by native states and worked by companies.							
LXIII	THE GAEKWAR'S MEHSÁNA . .	22,298	102,227	...	12,783,881	12,908,406	46,300	4,007,298
LXIV	HYDERÁBAD-GÓDÁVARI VALLEY .	...	...	...	...	...	...	826,525
	TOTAL .	22,298	102,227	...	12,783,881	12,908,406	46,300	4,833,823
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER—							
	JODHPUR SECTION . . .	84,203	437,978	...	43,360,923	43,883,104	340,926	26,816,022
	BIKANER SECTION . .	12,190	43,418	...	3,985,332	4,040,940	27,754	1,901,515
LXXIII	UDAIPUR-CHITOR	29,456	67,026	97,560	7,978,027	8,172,069	36,519	1,273,411
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	379,511	2,596,926	76,320	62,144,651	65,197,408	325,924	16,211,328
	TOTAL .	505,360	3,145,348	173,880	117,468,933	121,293,521	731,123	46,202,276
	Foreign lines.							
LXXIX	WEST OF INDIA PORTUGUESE .	29,296	153,376	...	2,959,181	3,141,853	24,533	5,988,717
LXXXI	KÁRAIKKAL-PERALAM . . .	2,284	19,347	...	2,035,088	2,056,719	835	67,097
	TOTAL .	31,580	172,723	...	4,994,269	5,198,572	25,368	6,055,814
	TOTAL METRE GAUGE .	8,479,788	31,378,691	39,250,680	1,884,525,846	1,964,135,005	11,392,574	1,056,489,031

*See also statements

No. 35—*concld.*

railways during the year ending with the 31st December 1899—concld.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	Remarks.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live-stock.	Total.		
3,606	8,644,928	3,697,525	316,945	9,898,236	7,199,639	16,881	149,949,228	XXXIX	
904,246	5,041,648	3,135,374	879,856	21,732,858	11,097,357	1,091,928	507,876,508	XLI	
14,898	...	...	...	410	1,032	608	323,844	XLII	
97,588	2,856,764	553,813	...	16,511,026	7,992,375	75,267	167,054,107	XLIII	
27,668	1,873,818	1,384,220	...	3,579,042	3,822,166	65,661	90,534,388	XLVI	(a) Including the Pondicherry railway.
203	114,643	3,852	...	69,172	344,632	746	1,624,246	XLVII	
13,652	21,873,646	945,880	978,103	783,511	85,232	15,847	33,896,959	XLVIII	
183,514	14,920,429	6,925	73,083	5,250,477	10,626,810	907,148	125,055,640	XLIX	
1,245,375	55,330,876	9,727,589	2,247,987	57,824,732	41,169,243	2,174,086	1,076,314,920		
								L	
922	5,940,056	1,607,795	...	2,796,127	4,084,827	8,623	74,058,223		
...	169,356	126,614	...	104,312	325,888	54	4,548,050		
922	6,109,412	1,734,409	...	2,900,439	4,410,715	8,677	78,606,273		
...	...	...	...	1,696	...	...	64,253	LIII	
...	2,429	4,045	...	7,053	26,478	...	217,218	LIV	
98	63,682	4,383	2,904	...	...	14	253,577	LV	
18,100	135,443	75,196	...	1,249	1,418,717	4,950	25,687,761	LVI	
...	168,148	49,811	2,286	...	6,518	...	838,094	LVIII	
...	...	13,298,414	...	...	136,455	2,968	15,287,908	LIX	
...	...	221,895	...	...	...	...	239,439	LX	
190	...	576	...	1,138	11,908	140	2,380,329	LXI.	
1,303	...	...	...	...	12,559	...	72,554	LXII	
19,691	369,702	18,654,320	5,190	11,136	1,612,635	8,072	45,041,133		
...	...	95	...	...	19,231	3,251	4,029,875	LXIII	
444	105,317	17,192	2,916	23,952	1,660	...	978,006	LXIV	
444	105,317	17,287	2,916	23,952	20,891	3,251	5,007,881		
								LXXII	
1,202	1,667,195	5,799	...	769,941	84,247	4,906	29,349,312		
345	494,242	74,836	...	73,913	2,064	141	2,547,056		
632	55,522	...	...	...	1,513	231	1,331,309	LXXIII	
365	106,194	397,611	4,557	550,180	113,158	28,396	17,411,789	LXXIV	
2,544	2,323,153	478,246	4,557	1,394,034	200,982	33,674	50,639,466		
...	...	26	...	1,567	87,700	...	6,078,010	LXXIX	
...	18,164	...	...	...	8,180	55	93,496	LXXXI	
...	18,164	26	...	1,567	95,880	55	6,171,506		
1,268,976	64,256,624	25,611,877	2,260,650	62,155,860	47,510,346	2,227,315	1,261,781,179		

Nos. 25 and 26.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	1,84,20,380	3·67	29·49	4,40,48,103	4·82	70·51	6,24,68,483	4·42	8,44,451	0·06
II	BENGAL CENTRAL	6,93,483	2·71	67·21	3,38,338	2·19	32·79	10,31,821	2·52	1,07,867	0·26
III	BENGAL-NÁGPUR	21,52,487	2·58	25·28	63,63,627	4·26	74·72	85,16,114	3·66	5,57,345	0·24
IV	INDIAN MIDLAND (*a*)	26,33,620	2·71	33·73	51,74,411	3·96	66·27	78,08,031	3·42	1,75,730	0·08
VI	GODHRA-RUTLAM-NÁGDÁ	1,76,918	1·92	13·95	10,91,102	6·78	86·05	12,68,020	5·01	—*3,824*	—*0·02*
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,40,76,888	...	...	5,70,15,581	...	...	8,10,92,469	...	16,81,569	...
	State lines worked by the State.										
XI	NORTH WESTERN (*c*)	1,17,09,448	2·95	34·11	2,26,14,319	4·22	65·89	3,43,23,767	3·68	8,97 921	0·10
XII	HYDERABAD-SHADIPALLI	95,070	4·28	42·90	1,26,521	3·89	57·10	2,21,591	4·05	3,651	0 07
										(*e*)	(*e*)
XIII	OUDH AND ROHILKHAND (*d*)	42,57,647	2·86	42·38	57,89 497	3·42	57·62	1,00,47,144	3·16	10,91,846	0·25
XIV	EASTERN BENGAL	30,30,047	2·87	35·48	55,10,933	5·79	64·52	85,40,980	4·26	4,85,062	0 24
XV	CALCUTTA PORT COMMISSIONERS'	...	...	...	3,83,203	(*g*)	100·00	3,83,203	(*g*)	63,343	(*g*)
XVI	EAST COAST	21,31,953	3·38	50·93	20,54,015	2·38	49·07	41,85,968	2·80	81,945	0·05
	TOTAL	2,12,24,165	...	...	3,64,78,488	...	...	5,77,02,653	...	26,23,768	..
	Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA (*h*)	82,11,223	1·98	23·18	2,72,15,866	5·14	76·82	3,54,27,089	3·75	3,82,341	0·04
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	47,30,820	3·43	27·69	1,23,51,472	8·78	72·31	1,70,82,292	6·13	3,82,753	0·14
XIX	MADRAS (*i*)	36,14,784	2·93	34·36	69,04,795	4·73	65·64	1,05,19,579	3·90	2,53,392	0·09
	TOTAL	1,65,56,827	...	...	4,64,72,133	...	...	6,30,28,960	...	10,18,486	...
	Assisted companies.										
XX	DELHI-UMBALLA-KALKA	8,74,477	2·32	60·67	5,66,888	3·18	39·33	14,41,365	2·59	3,013	0·01
XXI	TARKESSUR	2,76,777	4·92	89·87	31,380	4·04	10·13	3,08,157	4·85	798	0·01
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	1,23,191	3·66	60·63	80,001	6·44	39·37	2,03,192	4·41	136	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	4,37,037	2·34	31·83	9,36,048	1·90	68·17	13,73,145	2·02	8,949	0·02
XXV	TÁPTI VALLEY	88,490	4·84	36·90	1,51,340	3·67	63·10	2,39,830	4·03	2,763	0·04
	TOTAL	18,00,032	...	...	17,65,657	...	...	35,65,689	...	20,659	...
	Lines owned by native states and worked by companies.										
XXVI	KHÁMGAON	...	...	...	...	...	...	...	...	...	...
XXVII	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXI	THE NIZÁM'S GUARANTEED STATE (*k*)	8,85,198	3·96	20·55	34,21,651	4·69	79·45	43,06,849	4·52	1,15,524	0·12
XXXII	NÁGDÁ-UJJAIN	29,572	2·84	20·23	1,16,578	6·36	79·77	1,46,150	5·08	1,026	0·04
XXXIII	THE GAEKWAR'S PETLÁD	32,365	2·67	48·36	34,557	4·78	51·64	66,922	3 46	3,745	0·19
	TOTAL	9,47,185	...	...	35,72,786	...	...	45,19,921	...	1,20,295	...
	Line owned by native state and worked by state railway agency.										
XXXVI	RÁJPURA-BHÁTINDA	3,48,539	3·63	51·89	3,23,156	3·10	48·11	6,71,695	3·35	7,825	0·04
	TOTAL	3,48,539	...	...	3,23,156	...	...	6,71,695	...	7,825	...
	TOTAL STANDARD GAUGE (*l*)	6,49,53,586	...	...	14,56,27,801	...	...	21,05,81,387	...	54,72,602	...

(*a*) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways.
(*b*) Represents amounts received by the State as rent from the working railways.
(*c*) Including the Jammu and Kashmir railway (Native state section).
(*d*) Including the Cawnpore-Burhwal (metre gauge link), except where otherwise stated.
(*e*) Oudh and Rohilkhand State railway only.
(*f*) See foot-note (*h*), statement No. 37.
(*g*) Train-mileage not recorded.

No. 36.

week on the standard and metre gauge railways during the year ending with the 31st December 1899.

Total earnings excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat. §		Working expenses, including steam-boat, rent of leased lines and contribution to Provident Fund.‖			Net earnings. §			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter VII).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs		Rs.	Rs.		
6,33,12,194	699 91	4·48	2,33,040	6,35,45,974	4·49	2,08,67,991	1·48	32·84	4,26,77,983	3·02	10·32	I
11,39,688	157·80	2·78	...	11,39,688	2·78	6,97,876	1·70	61·23	4,41,812	1·08	3·49	II
90,73,459	151·60	3·90	...	90,73,459	3·90	43,51,645	1·87	47·96	47,21,814	2·03	3·17	III
79,83,761	138·68	3·50	...	79,83,761	3·50	45,12,437	1·98	56·52	34,71,324	1·52	2·74	IV
12,64,196	172·25	4·99	...	12,64,196	4·99	7,37,558	2·91	58·34	5,26,638	2·08	2 98	VI
...	...	...	...	(*b*) 83,850	...	(*m*)1,350	...	...	82,500	...	...	VII
...	...	...	...	(*b*)3,11,859	...	(*m*)12,304	...	...	2,99,555	...	...	VIII
...	...	...	...	(*b*) 1,84,365	...	...	...	...	1,84,365	5·32	12·27	IX
8,27,74,038	...	...	2,33,040	8,35,87,152	...	3,11,81,161	...	...	5,24,05,991	...	...	
3,52,21,688	230·35	3·78	51,604	3,52,73,292	3·78	1,91,61,137	2·05	54 32	1,61,12,155	1·73	3 23	XI
2,25,242	73·53	4·12 (*e*)	...	2,25,242	4·12 (*e*)	1,36,779	2·50 (*f*)	60·72	88,463	1·62 (*e*)	4·81	XII
1,11,38,990	207·90	3·50	...	1,11,38,990	3·50	50,62,395	1·61	45·45	60,76,595	1·75	5·16	XIII
90,26,042	649·50	4·50	26,479	90,52,521	4·50	44,63,081	2·22	49·30	45,89,440	2·28	6·47	XIV
4,46,546	1,007·20	(*g*)	...	4,46,546	(*g*)	2,54,090	(*g*)	56·90	1,92,456	(*g*)	2·67	XV
42,67,913	104·33	2·86	74,101	43,42,014	2 91	28,26,932	1·89	65·11	15,15,082	1·02	1·85	XVI
6,03,26,421	...	...	1,52,184	6,04,78,605	...	3,19,04,414	...	...	2,85,74,191	...	...	
3,58,09,430	461·77	3·79	...	3,58,09,430	3·79	1,99,67,989	2·11	55·76	1,58,41,461	1 68	5·63	XVII
1,74,65,045	728·71	6·26	...	1,74,65,045	6·26	81,74,651	2 93	46·81	92,90,394	3·33	8·14	XVIII
1,07,72,971	241·92	4·00	...	1,07,72,971	4·00	56,44,201	2·09	52·39	51,28,770	1 90	4·13	XIX
6,40,47,446	...	...	...	6,40,47,446	...	3,37,86,821	...	...	3,02,60,625	...	...	
14,49,378	171·80	2·61	...	14,49,378	2·61	6,95,702	1·25	48·00	7,53,676	1·36	4 88	XX
3,08,955	267 18	4·87	...	3,08,955	4·87	1,56,267	2·44	50·61	1,52,688	2 38	8·55	XXI
2,03,328	2·02	3·41	...	2,03,328	4 41	71,165	1·54	35·00	1,32,163	2 87	1·12	XXII
13,82,094	63·41	2·04	...	13,82,094	2·04	7,18,689	1·06	52·00	6,63,405	0·98	(*j*) 2·93	XXIII
2,42,593	67·11	4·07	...	2,42,593	4·07	1,14,989	1·93	47·40	1,27,604	2·14	1·12	XXV
35,86,348	...	...	...	35,86,348	...	17,56,812	...	...	18,29.536	...	...	
...	...	...	...	(*b*)14,851	...	...	...	...	14,851	...	...	XXVI
...	...	...	...	(*b*)33,099	...	(*m*)885	...	...	32,214	...	...	XXVII
44,22,373	239·77	4·64	...	44,22,373	4·64	19,21,327	2·01	43·45	25,01,046	2·62	6·02	XXXI
1,47,176	82·47	5·12	...	1,47,176	5·12	69,444	2·42	47·18	77,732	2 70	3·48	XXXII
70,667	101·80	3·65	...	70,667	3·65	31,355	1·62	44·37	39,312	2·03	5 22	XXXIII
46,40,216	...	...	...	46,88,166	...	20,23,011	...	...	26,65,155	...	...	
6,79,520	121·57	3·39	...	6,79,520	3·39	3,73,736	1 86	55·00	3,05,784	1·53	4·56	XXXVI
6,79,520	...	...	...	6,79,520	...	3,73,736	...	...	3,05,784	...	...	
21,60,53,989	...	...	3 85,224	21,70,67,237 (*n*)	...	10,10,25,955	...	...	11,60,41,282	...	...	

(*h*) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.
(*i*) Including the Kolar Gold-fields railway.
(*j*) Excluding rebate paid by the North Western State railway.
(*k*) Including the Bezwada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of the branch line being shown separately.
(*l*) Including the Cawnpore-Burhwal (metre gauge link).
(*m*) Expenditure incurred direct by the State.
(*n*) Including rent of leased lines not included in preceding columns.

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 34.
‡ See also statements Nos. 23 and 26.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings

December

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH WESTERN—										
	TIRHOOT SECTION . . .	27,50,595	2·08	39·91	41,36,297	2·76	60·06	68,86,892	2·44	3,01,423	0 11
	COMPANY'S SECTION . .										
XLI	RAJPUTANA MALWA . . .	64,20,355	3·21	26·39	1,79,11,809	4·14	73·61	2,43,32,164	3·85	4,98,181	0·08
XLII	PÁLANPUR-DEESA . . .	20,411	3·18	45·84	24,115	3·16	54·16	44,526	3·17	102	0 01
XLIII	SOUTHERN-MARHATTA (*a*) . .	19,84,789	2·49	26·79	54,24,194	2·60	73·21	74,08,983	2·57	1,78,487	0 06
XLVI	SOUTH INDIAN (*b*)	42,57,951	2·64	50·74	41,33,953	2·50	49·27	83,91,904	2·57	1,27,863	0·04
XLVII	MÁYAVARAM-MUTUPET . . .	1,79,598	2 23	74·88	60,239	1·85	25·12	2,39,837	2·12	2,224	0·02
XLVIII	ASSAM-BENGAL (*c*) . . .	9,27,737	4·98	58 90	6,47,365	1·52	41·10	15,75,102	2·58	44,393	0·07
XLIX	BURMA	43,08,061	3·30	50·05	43,00,009	2·62	49·95	86,08,070	2·92	1,90,700	0 07
	TOTAL .	2,08,49,497	...	...	3,66,37,981	...	...	5,74,87,478	...	13,43,373	...
	State lines worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia, Dharlla, 2′ 6″ gauge, branch) . .	18,43,802	2·74	34 38	35,19,230	3·53	65·62	53,63,032	3·21	64,203	0·04
	DACCA SECTION . . .	3,91,398	2·99	69·15	1,74,644	1 87	30·85	5,66,042	2·52	18,872	0·08
	TOTAL .	22,35,200	...	...	36,93,874	...	...	59,29,074	...	83,075.	...
	Assisted companies.										
LIII	DEOGHUR	28,806	1·79	87·11	4,262	0·29	12·88	33,060	1·97	194	0·14
LIV	BRAHMAPUTRA-SULTANPUR . .	20,605	2·76	57·27	15,374	0 58	42·73	35,979	1·05	821	0·01
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	52,392	2·02	79·22	13,745	0·46	20·78	66,137	1·18	363	0·01
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION (*d*) . . .	6,23,137	3·77	40·95	8,98,594	2 17	59·05	15,21,731	2·62	2,16,052	0·37
LVII	SEGOWLIE-RAXAUL . . .	6,336	0·78	45·65	7,543	1·99	54·35	13,879	1·17	327	0·03
LVIII	BENGAL-DOOARS . . .	53,954	2·55	21·02	2,02,712	11·27	78·98	2,56,666	6·55	3,380	0·09
LIX	DIBRU SADIYA	1,38,763	2·93	16·96	6,79,175	3 60	83 04	8,17,938	3·50	41,476	0·18
LX	LEDO AND TIKAK-MARGHERITA COLLIERY	...	...	...	63,084	3·73	...	63,084	3·73	...	...
LXI	AHMEDABAD-PARÁNTÍJ . . .	97,236	2·23	46·54	1,11,715	2·99	53·46	2,08,951	2·58	1,684	0·02
LXII	NÍLGIRI	48,689	3·65	57·95	35,333	2·89	42·05	84,022	3·29	427	0·02
	TOTAL .	10,69,918	...	...	20,31,537	...	...	31,01,455	...	2,64,224	...
	Lines owned by native states and worked by companies.										
LXIII	THE GAEKWAR'S MEHSÁNA . .	1,66,385	2·68	44·59	2,06,724	3·28	55·41	3,73,109	2·98	3,051	0 03
LXIV	HYDERABAD-GÓDÁVÁRI VALLEY .	9,999	1·77	15·82	53,211	3·21	84·10	63,210	2·84	171	0·01
	TOTAL .	1,76,384	...	...	2,59,935	...	...	4,36,319	...	3,222	...
	Lines owned and worked by native states.										
LXXII	JODHPUR-BIKANER—										
	JODHPUR SECTION . . .	5,27,889	3·37	28·11	13,49,755	3·97	71·89	18,77,644	3·79	31,453	0·06
	BIKANER SECTION . .	49,526	1·65	30·69	1,11,846	2·33	69·31	1,61,372	2·07	13,167	0·17
LXXIII	UDAIPUR-CHITOR . . .	97,869	3·50	47·35	1,08,822	4·70	52·65	2,06,691	4·04	3,849	0·08
LXXIV	BHÁVNAGAR-GONDAL JUNÁGAD-PORBANDAR (*e*)	10,67,407	3·22	49·04	11,09,395	3 91	50·96	21,76,802	3·54	65,807	0·10
	TOTAL .	17,42,691	...	...	26,79,818	...	...	44,22,509	...	1,14,276	...
	Foreign line.										
LXXIX	WEST OF INDIA PORTUGUESE .	52,080	1·58	13·19	3,42,802	4·10	86·81	3,94,882	3·39	20,200	0·17
LXXXI	KÁRAIKKAL-PERALAM . . .	22,276	1·20	81 92	4,918	1·50	18·08	27,194	1·24	491	0·02
	TOTAL .	74,356	...	...	3,47,720	...	...	4,22,076	...	20,691	...
	TOTAL METRE GAUGE (*g*) .	2,61,48,046	...	...	4,56,50,865	...	...	7,17,98,911	...	18,28,861	...

(*a*) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhapur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd and Birur-Shimoga railways.
(*b*) Including the Pondicherry railway.
(*c*) See note (*g*) statement No. 26.
(*d*) Including the Lucknow-Bareilly section.

No. 36—*concld.*

per mile per week on the standard and metre gauge railways during the year ending with the 31st 1899—concld.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat.§		Working expenses, including steam-boat, rent of leased lines, and contribution to Provident Fund.‖			Net earnings. §			Classification No.
Amount.	Per mean mile worked per week ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter VII).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
71,88,315	131·81	2·54	5,81,354	77,69,669	2·75	36,25,976	1·28	46 67	41,43,693	1·47	5·29	XXXIX
2,48,30,345	285·39	3 93	...	2,48,30,345	3·93	1,04,42,608	1·65	42·06	1,43,87,737	2·28	10·76	XLI
44,628	49·67	3 18	...	44,628	3·18	18,908	1·35	42·37	25,720	1·83	6·15	XLII
75,87,470	93·65	2·63	...	75,87,470	2·63	51,42,909	1·78	67·78	24,44,561	0·85	1·93	XLIII
85,19,767	158·83	2·61	...	85,19,767	2·61	44,64,920	1·37	52·41	40,54,847	1·24	5·36	XLVI
2,42,061	86·22	2·14	...	2,42,061	2·14	1,45.263	1·28	60 01	96,798	0·86	3·88	XLVII
16,19,495	75·33	2·65	152	16,19,647	2·65	12,96,943	2·12	80·08	3,22,704	0·53	0·63	XLVIII
87,98,770	179 34	2·99	26,955	88,25,725	3 00	52,47,318	1·78	59·45	35,78,407	1·21	4·11	XLIX
5,88,30,851	...	...	6,08,461	5,94,39,312	...	3,03,84,845	...	...	2,90,54,467	...	...	
54,27,235	218 13	3·25	5,47,766	59,75,001	3·58	25,21,973	1·51	42·21	34,53,028	2·07	8·14	L
5,84,914	130·92	2·60	...	5,84,914	2·60	3,26,299	1·45	55·78	2,58,615	1·15	3 60	
60,12,149	...	...	5,47,766	65,59,915	...	28,48,272	...	...	37,11,643	...	...	
33,262	133·53	2·38	...	33,262	2·38	26,584	1·82	79 92	6,678	0·46	2·35	LIII
36,300	37 98	1·06	...	36,300	1·06	16,336	0·48	45·00	19,964	0·58	2·48	LIV
66,500	36·79	1·19	...	66,500	1·19	29,925	0·54	45·00	36,575	0·65	2·27	LV
17,37,783	119·03	3 00	...	17,37,783	3·00	8,70,408	1·50	50·09	8,67,375	1·50	7·45	LVI
14,206	52 52	1·20	...	14,206	1·20	5,682	0·48	40·00	8,524	0·72	0 80	LVII
2,60,046	137·39	6·64	12,992	2,73,038	6 97	1,51,287	3 86	55·41	1,21,751	3 11	4·64	LVIII
8,59,414	213·25	3·64	...	8,59,414	3 64	4,09,726	1·74	47·68	4,49,688	1·90	6·17	LIX
63,084	390·00	3·73	...	63,084	3·73	41,031	2·43	65·04	22,053	1·30	1·72	LX
2,10,635	74·20	2·60	...	2,10,635	2·60	83,947	1·10	42 23	1,21,688	1·50	6 24	LXI
84,449	175·38	3·30	...	(*h*) 84,449	3 30	64,240	2 51	76·06	(*h*) 20,209	0·79	0·42	LXII
33,65,679	...	...	12,992	33,78,671	...	17,04,166	...	..	16,74,505	...	...	
3,76,160	78·09	3·01	...	3,76,160	3·01	1,59,507	1·28	42·40	2,16 653	1·73	6·60	LXIII
63,381	242·78	2·85	...	63,381	2·85	26,504	1·19	41·81	36,877	1·66	0·49	LXIV
3,39,541	...	...	...	4,39,541	...	1,86,011	...	...	2,53,530	...	...	
19,09,097	102·42	3·85	...	19 09,097	3·85	7,42,252	1·50	38·88	11,66,845	2·35	14·32	LXXII
1,74,539	37·12	2·24	...	1,74,539	2·24	70,195	0·90	40·22	1,04,344	1·34	5·18	
2,10,540	61·94	4·12	...	2,10,540	4·12	1,05,711	2·07	50·21	1,04,829	2 05	5·27	LXXIII
22,42,609	94·75	3·65	...	22,42,609	3·65	11,64,431	1·90	51·92	10,78,178	1·75	4·80	LXXIV
45,36,785	...	...	...	45,36,785	...	20,82 589	...	...	24,54,196	...	...	
4,15,082	156 52	3·56	(*f*) 1,57,393	5,72,475	4·91	4,67,810	3·50	71·24	1,64,665	1·41	1 01	LXXIX
27,685	36·84	1·26	...	27,685	1 26	18,648	0·85	67·36	9,037	0·41	1·25	LXXXI
4,42,767	...	...	(*f*) 1.57,393	6,00,160	...	4,26,458	...	...	1,73,702	...	...	
7,36,27,772	...	...	13,26,612	7,49,54,384	...	3,76,32,341	...	...	3,73,22,043	...	...	

(*e*) Including the Jetalsar-Rájkot, Jámnagar and Dhárangadrá railways.
(*f*) Harbour earnings.
(*g*) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.
(*h*) Excluding Rs. 24,391 on account of proportion of guaranteed earnings due from Government.

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 34.
‡ See also statements Nos 23 and 26.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.										
I	EAST INDIAN(a)	53,87,125	0·38	8·48	63,21,421	0·45	9·95	19,29,394	0·14	3·04	41,33,485
II	BENGAL CENTRAL	1,80,278	0·44	15·82	1,50,349	0·37	13·19	46,140	0·11	4·05	1,30,899
III	BENGAL-NÁGPUR	12,52,046	0·54	13·80	11,97,402	0·52	13·20	2,79,706	0·12	3·08	7,26,516
IV	INDIAN MIDLAND(c)	9,58,983	0·42	12·01	16,77,401	0·74	21·01	4,89,249	0·19	5·50	6,04,915
VI	GODHRA-RUTLAM-NÁGDÁ	2,02,540	0·80	16·02	3,09,293	1·22	24·46	62,968	0·25	4·98	87,436
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
	TOTAL	79,80,972	...	...	96,55,866	...	...	27,57,457	...	...	56,83,251
	State lines worked by the State.										
XI	NORTH WESTERN(e)	50,78,264	0·54	14·40	76,63,158	0·82	21·73	15,58,857	0·17	4·42	29,28,149
XII	HYDERABAD-SHADIPALLI	34,806	0·64	15·45	51,595	0·94	22·91	15,448	0·28	6·86	20,203
XIII	OUDH AND ROHILKHAND(f)	13,20,272	0·41	11·85	12,69,554	0·41 (g)	11·40	8,13,929	0·27 (g)	7·31	9,12,708
XIV	EASTERN BENGAL	13,72,227	0·68	15·16	9,09,540	0·45	10·05	4,54,286	0·23	5·01	10,83,954
XV	CALCUTTA PORT COMMISSIONERS'	34,324	(i)	7·69	42,572	(i)	9·53	20,752	(i)	4·65	1,27,991
XVI	EAST COAST	6,96,997	0·47	16·05	8,99,473	0·60	20·72	1,77,438	0·12	4·09	5,27,332
	TOTAL	85,36,890	...	...	1,08,35,892	...	...	30,40,710	...	...	56,00,337
	Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA(j)	40,61,984	0·43	11·34	78,27,214	0·83	21·86	23,71,736	0·25	6·62	30,75,874
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	20,72,750	0·74	11·87	29,16,485	1·05	16·70	13,44,020	0·48	7·69	10,31,317
XIX	MADRAS (l)	12,03,092	0·45	11·17	24,04,770	0·89	22·32	4,59,706	0·17	4·27	8,67,041
	TOTAL	73,37,826	...	...	1,31,48,469	...	...	41,75,462	...	...	49,74,232
	Assisted companies.										
XX	DELHI-UMBALLA-KALKA	Details included with the East Indian railway							...	...	...
XXI	TARKESSUR	25,523	0·40	8·27	29,956	0·47	9·70	9,271	0·14	3·00	19,571
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	Details included with the East Indian railway							...	...	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	2,08,309	0 30	15·07	2,59,023	0·38	18·74	79,093	0·12	5·72	1,01,022
XXV	TÁPTI VALLEY	26,791	0·45	11·05	42,243	0·71	17·41	20,842	0·35	8·59	14,851
	TOTAL	2,60,623	...	...	3,31,222	...	...	1,09,206	...	...	1,35,444
	Lines owned by native states and worked by companies.										
XXVII	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXI	THE NIZAM'S GUARANTEED STATE(m)	4,71,920	0·49	10·67	5,43,350	0·57	12·29	1,14,670	0·12	2·59	2,74,414
XXXII	NÁGDÁ-UJJAIN	17,434	0·61	11·84	25,433	0 89	17·28	11,498	0·40	7·81	8,855
XXXIII	THE GAEKWAR'S PETLÁD	7,689	0 40	10·88	11,515	0·59	16·29	5,187	0·27	7·34	4,100
	TOTAL	4,97,043	...	...	5,80,298	...	...	1,31,355	...	...	2,87,369
	Line owned by native state and worked by state railway agency.										
XXXVI	RÁJPURA-BHÁTINDA	1,08,326	0·54	16·08	1,34,699	0·67	2·00	41,130	0·20	6·11	52,534
	TOTAL	1,08,326	...	...	1,34,699	...	...	41,130	...	...	52,534
	TOTAL STANDARD GAUGE (o)	2,47,21,680	...	...	3,46,86,446	...	...	1,02,55,320	...	...	1,67,33,167

(a) Including the Delhi-Umballa-Kalka and South Behar (Luckeeserai-Gya) railways in the case of details, as they are not given separately in the accounts.
(b) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 6,95,702) and of the South Behar (Luckeeserai-Gya) railway (Rs. 71,165) which are shown separately against those railways to arrive at their net earnings.
(c) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways.
(d) Expenditure incurred direct by the State.
(e) Including the Jammu and Kashmir railway (Native state section).
(f) Including the Cawnpore-Burhwal railway (metre gauge link) except where otherwise stated.
(g) Oudh and Rohilkhand State railway only.
(h) Calculated on the Oudh and Rohilkhand State railway train-mileage and the total working expenses *minus* Rs. 1,22,040 paid to the Bengal and North-Western and Rohilkund and Kumaon railways on account of their share of the Cawnpore-Burhwal railway (metre gauge link) earnings.

No. 37.

gauge railways during the year ending with the 31st December 1899.

Rig.		General.			Steam-boat.			Special and Miscellaneous, including rent of leased lines and contribution to the Provident Fund.			Total.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount. *	Per train-mile. *	Per cent. on gross earnings. *	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs		
0·29	6·50	20,43,709	0·14	3·22	1,79,642	0·01	0·28	16,40,082	0·12	2·58	(b) 2,08,67,991	1·48	32·84	I
0·32	11·48	1,44,276	0·35	12·66	...	...	...	45,934	0·11	4·03	6,97,876	1·70	61 23	II
0·31	8·01	7,34,383	0·31	8·09	...	...	...	1,61,592	0·07	1·78	43,51,645	1·87	47·96	III
0·26	7·58	5,49,678	0·21	6·88	...	...	...	2,82,211	0·13	3·54	45,12,437	1 98	56·52	IV
0 35	6·92	66.911	0·26	5·29	...	...	...	8,410	0·03	0·67	7,37,558	2·91	58·34	VI
...	...	(d)1,350	...	...	...	...	...	..	...	...	(d) 1,350	...	...	VII
...	...	(d)12,304	...	...	...	...	...	...	...	...	(d) 12,304	...	...	VIII
...	...	35,52,611	...	...	1,79,642	...	...	21,38,229	...	...	3,11,81,161	...	...	
0·31	8·30	13,63,056	0·14	3·86	47,230	0·01	0·13	5,22,423	0·06	1·48	1,91,61,137	2·05	54·32	XI
0·37	8·97	11,632	0·21	5·16	...	...	...	3,095	0·06	1·37	1,36,779	2·50	60·72	XII
0·29	8·19	4,71,139	0·15	4·23	...	...	...	2,74,793	0·09	2·47	50,62,395 (h)	1·61	45·45	XIII
0·54	11·97	3,87,109	0·19	4·28	47,104	0 02	0·52	2,08,861	0·11	2·31	44,63,081	2 22	49 30	XIV
(i)	28·66	19,954	(i)	4·47	...	...	...	8,497	(i)	1 90	2,54,090	(i)	56 90	XV
0·35	12·14	3,97,142	0·26	9·15	59,193	0·04	1·36	69,357	0·05	1 60	28,26,932	1·89	65·11	XVI
...	...	26,50,032	...	...	1,58,527	...	...	10,87,026	...	...	3,19,04,414	...	...	
0·32	8·59	12,94,991	0·14	3·62	...	...	...	(k) 13,36,170	0·14	3·73	1,99,67,969	2·11	55·76	XVII
0·37	5·91	5,28,287	0·19	3·02	...	...	...	2,81,792	0·10	1·62	81,74,651	2·93	46·81	XVIII
0·32	8·05	5,90,752	0·22	5·48	...	...	...	1,18,840	0·04	1·10	56,44,201	2·09	52·39	XIX
...	...	24,14,030	...	...	...	...	...	17,36,802	...	...	3,37,86,821	...	...	
...	...	...	...	...	...	...	...	...	...	...	6,95,702	1·25	48·00	XX
0·31	6·34	10,537	0·16	3·41	...	...	...	61,409	0·96	19·89	1,56,267	2·44	50·61	XXI
...	...	...	...	...	...	...	...	...	...	...	71,165	1·54	35·00	XXII
0·16	7·31	56,093	0·08	4·06	...	...	...	15,149	0·02	1·10	7,18 689	1·06	52·00	XXIII
0·25	6·12	7,855	0·13	3·24	...	...	...	2,407	0·04	0·59	1,14,189	1·93	47·40	XXV
...	...	74,485	...	...	...	...	...	78,965	...	...	17,56,812	...	...	
...	...	(d)885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXVII
0·29	6·21	2,69,789	0·28	6·10	...	...	...	(n)2,47,184	0·26	5·59	19,21,327	2·01	43·45	XXXI
0·31	6·02	4,703	0·16	3·20	...	...	...	1,521	0·05	1·03	69,444	2·42	47·18	XXXII
0·21	5·80	2,110	0·11	2·99	...	...	...	754	0·04	1·07	31,355	1·62	44·37	XXXIII
...	...	2,77,487	...	...	...	...	...	2,49,459	...	...	20,23,011	...	...	
0·26	7·80	29,169	0·15	4 33	...	...	...	7,878	0·04	1·17	3,73,736	1·86	55·00	XXXVI
...	...	29,169	...	...	...	...	...	7,878	...	...	3,73,736	...	...	
...	...	89,97,814	...	...	3,33,169	...	...	52,98,359	...	...	10,10,25,955	...	...	

* See also statements Nos. 26 and 36.

(i) Train-mileage not recorded.
(j) Including the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways, but excluding the charges incurred direct by the State.
(k) Including Rs. 4,43,659 on account of rent of leased lines.
(l) Including the Kolar Gold-fields railway.
(m) Including the Bezwada extension (East Coast State).
(n Including Rs, 1,84,365 on account of rent of leased line.
(o) Including the Cawnpore-Burhwal railway (metre gauge link).

STATEMENT

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH WESTERN—										
	TIRHOOT SECTION . . .	10,23,770	0·36	13·18	8,25,330	0·29	10·62	1,92,551	0·07	2·48	5,60,393
	COMPANY'S SECTION . . .										
XLI	RAJPUTANA-MALWA	26,56,949	0·42	10·70	38,70,995	0·61	15·59	9,10,192	0·15	3·67	15,95,115
XLII	PÁLANPUR-DEESA	4,846	0·34	10 86	6,956	0·50	15·59	1,658	0·12	3·72	2,903
XLIII	SOUTHERN MAHRATTA (*a*) . . .	11,91,994	0·41	15·71	16,49,799	0·57	21 74	4,81,783	0·17	6·35	8,43,114
XLVI	SOUTH INDIAN (*b*)	7,93,377	0 24	9 31	17,24,944	0 53	20·25	4,73,217	0·15	5·55	7,60,722
XLVII	MÁYAVARAM-MUTUPET . . .	22,608	0·20	9·34	49,147	0·43	20·30	13,468	0·12	5·56	21,663
XLVIII	ASSAM-BENGAL (*c*)	4,25,870	0·70	26·29	2,61,315	0·43	16·13	51,754	0 08	3·20	2,07,620
XLIX	BURMA	12,40,229	0·42	14·05	18,20,389	0·62	20·63	4,15,466	0·14	4·71	9,13,878
	TOTAL .	73,59,643	...	...	1,02,08,875	...	...	25,40,089	...	...	49,05,408
	State line worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlá, 2′ 6″ gauge, branch) .	6,23,146	0 38	10·43	5,50,635	0·33	9·22	1,60,660	0·10	2·69	5,03,794
	DACCA SECTION	97,107	0·43	16 60	83,699	0·37	14·31	29,534	0 13	5·05	81,088
	TOTAL .	7,20,253	...	...	6,34,334	...	...	1,90,194	...	...	5,84,882
	Assisted companies.										
LIII	DEOGHUR	4,951	0·34	14 89	8,375	0·57	25·18	5,102	0·35	15·34	5,425
LIV	BRAHMAPUTRA-SULTANPUR . .	2,350	0·07	6·47	6,087	0·18	16·77	2,030	0 16	5·59	4,179
LV	MYMENSINGH-JAMALPUR-JAGANNATH-GANJ	13,811	0·25	20·77	5,284	0 09	7·95	1,603	0·03	2 41	7,395
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*) . . .	2,28,088	0·39	13·13	1,76,127	0·30	10·14	62,122	0·11	3·58	1,32,968
LVII	SEGOWLIE-RAXAUL	...	...	...	816	0·07	6·74	550	0·05	3·87	2,859
LVIII	BENGAL-DOOARS	26,962	0·69	9·88	25,627	0·65	9 39	6,600	0·17	2 41	30,558
LIX	DIBRU-SADIYA	1,32,232	0·56	15·39	98,283	0·42	11·43	46,018	0·19	5·35	53,298
LX	LEDO AND TIKAK-MARGHERITA COLLIERY	21,269	1·25	33·72	7,219	0 42	11·44	3,377	0·19	5 35	3,895
LXI	AHMEDABAD-PARÁNTIJ . . .	22,824	0 28	10·84	32,836	0·41	15·59	7,762	0·10	3·68	13,585
LXII	NÍLGIRI	23,162	0·90	21·28	29,752	1·16	27·38	2,173	0·08	2·00	4,415
	TOTAL .	4,75,649	...	...	3,90,406	...	...	1,37,327	...	...	2,58,577
	Lines owned by native states and worked by companies.										
LXIII	THE GAEKWAR'S MEHSÁNA . .	41,130	0·33	10·93	58,630	0·47	15·59	13,940	0·11	3·71	24,422
LXIV	HYDERABAD-GÓDÁVARI VALLEY .	...	...	...	13,791	0·62	21·76	737	0 03	1·16	7,550
	TOTAL .	41,130	...	...	72,421	...	...	14,677	...	...	31,972
	Lines owned and worked by native states.										
LXXII	JODHPUR BIKANER—										
	JODHPUR SECTION . . .	2,28,550	0·46	11·97	2 75,702	0·56	14·44	32,053	0·07	1·68	76,394
	BIKANER SECTION . . .	20,116	0·26	11·53	25,916	0 33	14·85	2,958	0·04	1·69	11,216
LXXIII	UDAIPUR-CHITOR	23,546	0·46	11·18	32,604	0·64	15·49	10,688	0·21	5·08	17,863
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*e*)	2,72,177	0 44	12 14	3,54,373	0·58	15·80	66,295	0·11	2·95	2,15,745
	TOTAL .	5,44,389	...	...	6,88,595	...	...	1,11,994	...	...	3,21,218
	Foreign lines.										
LXXIX	WEST OF INDIA PORTUGUESE . .	58,360	0·50	10·19	1,03,304	0·89	18·04	19,188	0 17	3·35	57,623
LXXXI	KÁRAIKKAL-PERALAM . . .	2,587	0·12	9 84	5,622	0·26	20·31	1,540	0·07	5·56	2,478
	TOTAL .	60,947	...	...	1,08,926	...	...	20,728	...	...	60,101
	TOTAL METRE GAUGE (*g*) .	92,02,011	...	...	1,21,03,557	...	...	30,15,009	...	...	61,62,158

(*a*) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd and Birur-Shimoga railways.
(*b*) Including the Pondicherry railway.
(*c*) See note (*h*), statement No. 26.
(*d*) Including the Lucknow-Bareilly section.
(*e*) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways.

No. 37—*concld.*

during the year ending with the 31st December 1899—concld.

FIC.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per-cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount. *	Per train mile. *	Per cent. on gross earnings. *	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·20	7·21	4,54,408	0·16	5·85	2,43,596	0·09	3·14	3,25,928	0·11	4·19	36,25 976	1·28	46·67	XXXIX
0·25	6·42	11,34,991	0 18	4·57	...	...	..	2,74,366	0·04	1·11	1,04,42,608	1·65	42·06	XLI
0·21	6·50	2,068	0·15	4·63	...	...	...	477	0·03	1 07	18,908	1·35	42·37	XLII
0·29	11·11	8,15 004	0 28	10·74	...	...	...	1,61,215	0·06	2·13	51,42,909	1·78	67·78	XLIII
0·23	8 93	6,10,219	0·19	7 16	...	...	...	1,02,441	0·03	1·21	44,64,920	1·37	52·41	XLVI
0·19	8·95	17,371	0·15	7·18	...	...	...	21 006	0·19	8·68	1,45,263	1·28	60 01	XLVII
0·34	12·82	3,31,661	0·54	20·48	652	...	0 04	18,071	0·03	1·12	12,96,943	2·12	80·08	XLVIII
0 31	10·35	6,86,257	0·23	7·77	70,544	0·02	0·80	1,00,555	0·04	1·14	52,47,318	1·78	59·45	XLIX
...	...	40,51,979	...	...	3,14,792	...	...	10,04,059	...	...	3,03,84,845	...	...	
0·30	8·43	2,55,606	0·15	4·27	3,34,148	0·20	5 60	93,984	0 05	1·57	25,21,973	1·51	42·21	L
0·36	13·86	25,722	0 12	4·40	...	...	...	9,149	0·04	1·56	3,26,299	1·45	55·78	
...	...	2,81,328	...	...	3,34,148	...	...	1,03,133	...	...	28,48,272	...	...	
0·37	16·31	2,353	0·16	7·07	...	...	...	378	0·02	1·14	26,584	1·82	79 93	LIII
0·12	11·51	1,600	0·05	4·41	...	...	...	90	...	0 25	16,336	0·48	45 00	LIV
0·13	11·12	1,567	0·03	2·36	...	...	...	265	0·01	0·39	29,925	0·54	45·00	LV
0·23	7·65	1,50,732	0·26	8·67	...	...	...	1,20,371	0·21	6·92	8,70,408	1·50	50·09	LVI
0·24	20·13	1,457	0·12	10·26	...	...	...	...	...	...	5,682	0·48	40·00	LVII
0·78	11·19	24,662	0·63	9·03	34,113	0 87	12·49	2,765	0·07	1·02	1,51,287	3·86	55·41	LVIII
0·23	6·20	78,524	0·33	9·15	...	...	...	1,371	0 01	0·16	4,09,726	1·74	47·68	LIX
0·23	6·17	2,016	0·15	3·20	...	...	...	3,255	0·19	5·16	41,031	2·43	65·04	LX
0·17	6·45	9,637	0 12	4·59	...	...	...	2,283	0·02	1·08	88,947	1·10	42·23	LXI
0 17	4 06	1,539	0·06	1·41	...	...	...	3,199	0·13	2 94	64,240	2·51	59 02	LXII
...	...	2,74,117	...	...	34,113	...	...	1,33,977	...	...	17,04,166	...	...	
0·20	6·49	17,387	0·14	4·62	...	...	...	3,998	0·03	1·06	1,59 507	1·28	42·40	LXIII
0 34	11 91	4,426	0·20	6 98	...	...	...	...	..	...	26,504	1·19	41·81	LXIV
...	...	21,813	...	...	...	...	...	3,998	...	...	1,86,011	...	...	
0·14	4·00	51,644	0·11	2·71	...	...	...	77,909	0·16	4·08	7,42,252	1·50	38·88	LXXII
0·14	6·43	5,330	0 07	3 05	...	...	...	4,659	0·06	2·67	70,195	0·90	40·22	
0·35	8·48	13,407	0 26	6·37	...	...	...	7,603	0·15	3·61	1,05,711	2·07	50·21	LXXIII
0·35	9·62	2,09,307	0·34	9·33	...	...	...	46,534	0·08	2·08	11,64,431	1·90	51·92	LXXIV
...	...	2,79,688	...	...	...	...	...	1,36,705	...	...	20,82,589	...	...	
0·49	10·07	95,704	0·82	16·72	(*f*) 62,658	0·54	10·95	10,973	0·09	1·92	4,07,810	3·50	71·24	LXXIX
0·11	8·95	1,987	0·09	7·18	...	...	...	4,434	0·20	16·02	18,648	0·85	67·36	LXXXI
...	...	97,691	...	...	62,658	...	...	15,407	...	...	4,26,458	...	...	
...	...	50,06,616	...	...	7,45,711	...	...	13,97,279	...	...	3,76,32,341	...	...	

* See also statements Nos. 26 and 36.

(*f*) Harbour charges.
(g) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

STATEMENT

Statistics of working of the special gauge railways

Classification No.	Railway	Mileage open on the 31st December 1899 (from statement No. 32).	Mean mileage worked (from statement No. 32).	Train-mileage.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and suspense (from statement No. 22).	Average cost per mile open, exclusive of steam boat service and suspense (from statement No. 22).	Total cost of rolling stock on open line on the 31st December 1899.	Cost of rolling stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	Gross	
											Coaching.	Goods.
	2'6" GAUGE.	Miles.	Miles.	Train-miles.	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
	State line worked by the State.											
LXXXIV	HERRA-COMPANYGANJ (a)	(g)	(g) 1·88	2,624	3,39,026	...	92,913	...	...	4,751	...	9,015
	Assisted companies.											
LXXXVII	BÁRSI LIGHT . . .	21·59	21·59	17,892	13,56,809	62,218	4,54,053	21,031	54,687	56,701	20,920	1,32,236
XC	RÁNAGHAT-KRISHNAGAR (b).	20 25	15·09	28,184	7,27,809	35,941	1,20,837	5,967	156,530	311	45,139	999
XCI	TÁRAKESHWAR-MAGRA (c)	31·12	31·12	72,404	9,62,446	30,562	1,87,059	6,011	326,271	5,796	58,678	6,304
XCII	TEZPORE-BÁLIPÁRÁ (d) .	20·00	20·00	32,940	4,74,177	23,709	1,60,417	8,021	136,845	9,392	36,661	51,975
	Lines owned by native states and worked by companies.											
XCV	THE GAEKWAR'S DABHOI	78·80	78·80	87,372	21,00,442	26,308	2,83,109	3,593	348,210	73,044	1,03,487	1,38,372
XCVI	RAJPIPLA . . .	37 37	30 84	20,757	13,07,820	34,967	1,34,897	3,610	41,173	12,711	11,162	24,336
	Line owned by native state and worked by state railway agency.											
XCVIII	COOCH BEHAR . .	33·18	30·00	55,289	12,77,849	37,955	1,75,876	5,301	97,864	15,334	35,179	40,391
	Line owned and worked by native state.											
XCIX	MORVI	94·36	94·36	182,660	25,06,414	25,891	4,03,821	4,280	292,334	41,228	2,45,398	1,66,814
	TOTAL 2'6" GAUGE .	336 67	323·68	500,122	1,10,52,792	32,414	20,12,982	5,979	1,453,914	219,268	5,56,624	5,70,442
	2'0" GAUGE.											
	State line worked by the State.											
LXXXIII	JORHÁT	28·00	25·95	30,106	9,31,626	31,262	2,14,790	7,671	62,044	20,676	12,278	82,622
	Assisted companies.											
LXXXVI	DARJEELING-HIMALÁYAN	51·00	51·00	164,641	35,08,469	64,617	5,66,837	11,115	60,730	31,722	2,76,751	4,27,472
LXXXVIII	HOWRAH-AMTA (f) . .	28·62	28·62	71,429	11,41,307	39,878	3,43,822	12,013	766,509	6,735	2,39,651	10,790
LXXXIX	HOWRAH-SHEAKHALLA (f)	19·75	21·75 (h)	34,912	6,09,434	30,857	1,64,825	8,346	290,255	2,803	69,411	3,898
	Line owned by native state and worked by company.											
XCIV	GWALIOR LIGHT (e) . .	126·14	10·37	4,982	22,79,267	17,984	1,02,344	811	3,847	262	2,204	972
	TOTAL 2'0" GAUGE .	253·51	137·69	306,070	84,70,103	32,307	13,92,618	5,493	1,183,385	62,198	6,00,295	5,25,754
	GRAND TOTAL, SPECIAL GAUGE RAILWAYS . .	590·18	461·37	806,192	1,95,22,895	32,368	34,05,600	5,771	2,637,299	281,466	11,56,919	10,96,196

(a) Re-constituted a railway from the 7th July 1899.
(b) Constituted a railway from the 23rd February 1899.
(c) Constituted a railway from the 19th May 1896.
(d) Constituted a railway from the 3rd May 1898.
(e) Opened to traffic on the 2nd December 1899.
Constituted railways from the 7th October 1898.

No. 37-A.

during the year ending with the 31st December 1899.

EARNINGS.				WORKING EXPENSES.									NET EARNINGS.			
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident Fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	Classification No.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
...	9,015	1	3 44	20,164	11,593	4,256	4,199	3,213	197	43,622	16·62	20 67	*-34,607*	...	...	LXXXIV
2,962	1,56,118	139	8·73	11,681	17,933	5,216	16,526	38,391	1,737	91,534	5·12	58·63	64,584	3·61	0 97	LXXXVII
210	46,348	79	1·64	7,859	6,939	2,099	16,051	4,985	...	37,933	1·35	81·84	8,415	0·29	1·15	XC
1,186	66,168	41	0·92	8,605	13,524	3,596	15,996	12,032	163	53,976	0·74	81·57	12,192	0·18	1 26	XCI
6,520	95,156	91	2·83	17,573	13,750	7,610	15,661	13,191	1,216	69,001	2·09	72·51	26,155	0·79	5 51	XCII
4,115	2,45,974	60	2·81	54,887	43,680	22,835	22,277	14,043	681	1,58,403	1·81	64·40	87,571	1·00	4·17	XCV
302	35,800	22	1·72	11,241	7,619	1,222	4,121	3,033	86	27,322	1·32	76·32	8,478	0 40	0·65	XCVI
7,203	82,773	49	1·50	11,196	7,570	2,930	12,598	5,044	362	39,700	0·72	47·95	43,073	0·78	3·37	XCVIII
8,274	4,20,486	86	2·30	48,938	87,668	17,147	42,151	44,611	9,918	2,50,433	1·37	59·56	1,70,053	0 93	6·78	XCIX
30,772	11,57,838	68	2·31	1,92,204	2,10,276	66,911	1,49,630	1,38,543	14,360	7,71,924	1·54	66·67	3,85,914	0·77	3·49	
1,588	96,488	73	3·20	30,281	18,650	21,643	18,833	12,098	928	1,02,433	3·40	106 16	*-5,945*	...	...	LXXXIII
10,762	7,14,985	270	4·34	1,02,873	1,38,582	51,069	67,591	82,026	21,170	4,63,311	2·81	64·80	2,51,674	1·53	7·17	LXXXVI
330	2,50,771	168	3·51	39,731	30,757	9,644	44,856	12,981	...	1,37,969	1·93	55·02	1,12,802	1·58	9·88	LXXXVIII
87	73,396	65	2·10	12,182	10,667	3,128	20,507	5,460	...	51,944	1·49	70·77	21,452	0·61	3·52	LXXXIX
1	(*i*)3,177	76	0·64	4,377	(*j*) 1,029	(*k*)	2,252	549	...	8,207	1·65	258·32	*-5,030*	...	...	XCIV
12,768	11,38,817	159	3 72	1,89,444	1,99,685	85,484	1,54,039	1,13,114	22,098	7,63,864	2·50	67·08	3,74,953	1·22	4·43	
43,540	22,96,655	96	2·84	3,81,648	4,09,961	1,52,395	3,03,669	2,51,657	36,458	15,35,788	1·90	66·87	7,60,867	0·94	3·90	

(*g*) The line was closed to traffic from the 28th March 1899.
(*h*) Including 2 00 miles of the Howrah-Amta railway worked over.
(*i*) Excluding Rs. 917, earnings of Bhind and Tirah out-agencies prior to the opening of the line.
(*j*) Includes carriage and wagon expenses.
(*k*) Included with Locomotive expenses.

STATEMENT

General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1895.	1896.	1897.	1898.	1899.
	2′ 6″ GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.
	State line worked by the State.					
LXXXIV	CHERRA-COMPANYGANJ	...	...	...	...	9,015
	Assisted companies.					
LXXXVII	BÁRSI LIGHT	...	...	...	1,30,321	1,56,118
XC	RÁNAGHAT-KRISHNAGAR	...	...	...	...	46,348
XCI	TÁRAKESHWAR-MAGRA	...	...	70,063	74,075	66,168
XCII	TEZPORE-BÁLIPÁRÁ	...	...	...	85,746	95,156
	Lines owned by native states and worked by companies.					
XCV	THE GAEKWAR'S DABHOI	2,34,473	2,58,788	2,20,901	2,10,240	2,45,974
XCVI	RAJPIPLA(*a*)	...	...	5,705	10,624	35,800
	Line owned by native state and worked by state railway agency.					
XCVIII	COOCH BEHAR	53,174	70,128	64,261	66,123	82,773
	Line owned and worked by native state.					
XCIX	MORVI	3,69,972	3,86,883	4,27,483	3,76,220	4,20,486
	TOTAL 2′ 6″ GAUGE	6,57,619	7,15,799	7,88,413	9,53,349	11,57,838
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXXIII	JORHÁT	84,696	89,996	96,186	95,958	96,488
	Line owned by native state and worked by company.					
XCIV	GWALIOR LIGHT (*b*)	...	...	...	...	(*d*) 3,177
	Assisted companies.					
LXXXVI	DARJEELING-HIMALAYAN	7,39,618	7,81,593	7,44,263	7,54,580	7,14,985
LXXXVIII	HOWRAH-AMTA	...	...	...	1,89,520	2,50,771
LXXXIX	HOWRAH-SHEAKHALLA	...	...	...	71,698	73,396
	TOTAL 2′ 0″ GAUGE	8,24,314	8,71,589	8,40,449	11,11,756	11,38,817
	GRAND TOTAL, SPECIAL GAUGE RAILWAYS	14,81,933	15,87,388	16,28,862	20,65,105	22,96,655

		MEAN MILEAGE WORKED.				
		1895.	1896.	1897.	1898.	1899.
	2′ 6″ GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	State line worked by the State.					
LXXXIV	CHERRA-COMPANYGANJ (*c*)	...	...	...	...	1·88
	Assisted companies.					
LXXXVII	BÁRSI LIGHT	...	...	...	21·59	21·59
XC	RÁNAGHAT-KRISHNAGAR	...	...	...	...	15·09
XCI	TÁRAKESHWAR-MAGRA	...	...	31·12	31·12	31·12
XCII	TEZPORE-BÁLIPÁRÁ	...	...	...	20·00	20·00
	Lines owned by native states and worked by companies.					
XCV	THE GAEKWAR'S DABHOI	71·66	71·66	75·26	78·80	78·80
XCVI	RAJPIPLA (*a*)	...	...	9 59	19·03	30·84
	Line owned by native state and worked by state railway agency.					
XCVIII	COOCH BEHAR	22·12	22·12	22·12	22·13	30·00
	Line owned and worked by native state.					
XCIX	MORVI	94·36	94·36	94·36	94·36	94·36
	TOTAL 2′ 6″ GAUGE	188·14	188·14	232·45	287·03	323·68
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXXIII	JORHÁT	26·64	26·78	26·64	26·45	25·95
	Line owned by native state and worked by company.					
XCIV	GWALIOR LIGHT (*b*)	...	...	...	...	10·37
	Assisted companies.					
LXXXVI	DARJEELING-HIMALAYAN	51·00	51·00	51·00	51·00	51·00
LXXXVIII	HOWRAH-AMTA	...	...	...	24·15	28·62
LXXXIX	OWRAH-SHEAKHALLA	...	...	...	20·80	(*e*) 21·75
	TOTAL 2′ 0″ GAUGE	77·64	77·78	77·64	122·40	137·69
	GRAND TOTAL, SPECIAL GAUGE RAILWAYS	265·78	265·92	310·09	409·43	461·37

(*a*) Opened for traffic from the
(*b*) Opened for traffic from the
(*c*) The line was closed to traffic
(*d*) Excluding Rs. 917, earnings
(*e*) Including 2·00 miles of the

No. 37-B.

gauge railways during 1895 to 1899.

WORKING EXPENSES, INCLUDING STEAM BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	43,622	...	...	...	...	—34,607	LXXXIV
...	...	...	1,05,762	91,534	...	...	...	24,559	64,584	LXXXVII
...	...	...	...	37,933	...	...	...	...	8,415	XC
...	...	51,279	53,072	53,976	...	...	18,784	21,003	12,192	XCI
...	...	...	65,589	69,001	...	...	...	20,157	26,155	XCII
1,37,709	1,33,130	1,69,952	2,36,832	1,58,403	96,764	1,25,658	50,949	—26,592	87,571	XCV
...	...	12,289	19,796	27,322	...	...	—6,534	—9,172	8,478	XCVI
33,974	31,558	28,917	29,796	39,700	19,200	33,570	35,344	36,367	43,078	XCVIII
1,69,845	2,05,262	2,15,842	2,12,229	2,50,433	2,00,127	1,81,621	2,11,641	1,63,991	1,70,053	XCIX
3,41,528	3,69,950	4,78,229	7,23,036	7,21,924	3,16,091	3,45,849	3,10,184	2,30,313	3,85,914	
65,976	76,252	82,061	75,823	1,02,433	18,720	13,744	14,125	20,135	—5,945	LXXXIII
...	...	...	...	8,207	...	...	...	...	—5,030	XCIV
3,80,249	4,23,669	4,11,471	4,13,572	4,63,311	3,59,369	3,57,924	3,32,792	3,41,008	2,51,674	LXXXVI
...	...	...	1,10,609	1,37,969	...	...	...	78,911	1,12,802	LXXXVIII
...	...	...	54,930	51,944	...	...	...	16,768	21,452	LXXXIX
4,46,225	4,99,921	4,93,532	6,54,934	7,63,864	3,78,089	3,71,668	3,46,917	4,56,822	3,74,953	
7,87,753	8,69,871	9,71,761	13,77,970	15,35,788	6,94,180	7,17,517	6,57,101	6,87,135	7,60,867	

PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE, INCLUDING STEAM-BOAT AND SUSPENSE.					
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	
...	...	...	...	20·67	...	...	...	...	...	LXXXIV
...	...	...	81·15	58·63	...	...	...	1·82	0·97	LXXXVII
...	...	...	...	81·84	...	...	...	...	1·15	XC
...	...	0·73	71·64	81·57	...	...	1·98	2·22	1·26	XCI
...	...	...	76·49	72·51	...	...	...	4·43	5·51	XCII
58·73	51·44	76·94	112·64	64·40	5·12	6·56	2·44	...	4·17	XCV
...	...	214·53	186·33	76·32	...	...	...	...	0·65	XCVI
63·89	45·00	45·00	45·00	47·95	2·62	5·03	4·58	4·52	3·37	XCVIII
45·01	53·06	50·49	56·41	59·56	8·34	7·62	8·55	6·61	6·78	XCIX
51·93	51·68	59·43	75·84	66·67	6·29	6·83	4·81	2·57	3·49	
77·90	84·73	85·32	79·02	106·16	2·26	1·59	1·57	2·21	...	LXXXIII
...	...	...	...	258·32	...	...	...	...	...	XCIV
51·41	54·20	55·28	54·81	64·80	11·23	10·80	10·04	10·13	7·17	LXXXVI
...	...	...	58·36	55·02	...	...	...	6·98	9·88	LXXXVIII
...	...	...	76·61	70·77	...	...	...	2·75	3·52	LXXXIX
54·01	57·36	59·05	58·91	67·08	9·39	8·90	8·22	7·59	4·43	
53·16	54·80	59·05	66·73	66·87	7·67	7·76	6·21	4·58	3·90	

1st July 1897.
2nd December 1899.
from the 28th March 1899.
of Bhind and Tirah out-agencies prior to the opening of the line.
Howrah-Amta railway worked over.

CHAPTER X.

Rates and fares.

N.B.—*In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d. and a ton as equivalent to 27·22 maunds.*

Reducon of rates for food-grains, etc., on account of the famine.

In order to meet demands and to assist in supplies of food-grains being sent forward on account of the famine which prevailed in many parts of the country, the rates for grain and pulses were reduced during the year by the Bengal-Nágpur, Indian Midland, Bombay, Baroda and Central India, Jodhpur-Bikaner, and Bhávnagar-Gondal-Junágad-Porbandar railways.

The rates for cattle and fodder were also reduced by the North Western State, Indian Midland, Bengal and North-Western, Southern Mahratta, Jodhpur-Bikaner, and Bhávnagar-Gondal-Junágad-Porbandar railways.

Ordinary passenger fares and goods rates.

2. Statement No. 38 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1899.

Alterations in rates and fares.

3. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below:

COACHING FARES.

East Indian railway system (standard gauge).

4. From the 1st October, the issue of intermediate class six-monthly return tickets was discontinued.

Bengal Central railway (standard gauge).

5. From the 1st February, special reduced rates for parcels were introduced in bookings between Calcutta and stations on the Bengal Central railway, and in through booking with the steamer services *viá* Khoolna and Daulatpur. These rates have since been cancelled owing to the introduction of the revised parcel and luggage rates on and from the 1st January 1900 in accordance with the Conference Regulations of 1899.

From the 1st May, 1st and 2nd class fares were revised as follows over the Bengal Central railway in local and through booking:

	Single.	Ordinary.	Six-monthly return.
1st class .	18 pies (1·50*d.*) per mile.	24 pies (2·00*d.*) per mile.	27 pies (2·25*d.*) per mile.
2nd class .	9 pies (0·75*d.*) per mile.	12 pies (1·00*d.*) per mile.	13½ pies (1·13*d.*) per mile.

The issue of platform tickets at important stations on the Bengal Central railway was introduced on and from the 1st July. The charge is six pies (0·50*d.*) per ticket.

From the 15th August, third class fares between Calcutta and Dattapukur were enhanced from 2½ to 3 pies (0·21*d.* to 0·25*d.*) per mile in local and through booking.

Bengal-Nágpur railway (standard gauge).

6. From the 6th March, third class return tickets to Puri, available for one month at a charge of two single fares, were introduced and issued from the principal stations on this railway, for the convenience of pilgrims and passengers travelling to Puri.

Indian Midland railway system (standard gauge).

7. During the year, the third class passenger fares were equalized with alternative railway routes between certain stations on the Indian Midland railway and *viá* in through booking.

North Western State railway system (standard gauge).

8. From the 1st April, the passenger fares for troops between Victoria Terminus, Byculla or Sassoon Dock and Umballa Cantonment for traffic booked *viâ* Itársi, Tundla, Gháziabad and Meerut to or from Meean Meer East and stations north and south of Meean Meer East were assimilated with those obtaining *viâ* Itársi and the Delhi-Umballa-Kalka railway. The reduced fares thus arrived at for the distance Gháziabad to Umballa Cantonment were also applied, with effect from the 1st December, to troops booked between Bombay (Bombay, Baroda and Central India railway) and North Western State railway stations south of Meean Meer East, *viâ* Ahmedabad, Delhi and Gháziabad.

Oudh and Rohilkhand State railway (standard gauge).

9. From the 1st August, third class fares for traffic from any station below Dígha Ghât on the East Indian railway to or *viâ* any station on the Oudh and Rohilkhand State railway from *viâ* Burhwal and *vice versâ*, were adjusted.

From the 1st October, the issue of six-monthly intermediate class return tickets was discontinued in through booking with foreign lines.

Eastern Bengal State railway system (standard, metre and special gauges).

10. From the 15th August, the distance for charge on coaching traffic between Calcutta and Dum-Dum Junction was increased from 4 to 5 miles, and the passenger fares and other coaching rates were enhanced accordingly.

From the 1st October, the issue of intermediate class six-monthly return tickets, at a fare and a half, was discontinued both in local and through booking.

East Coast State railway (standard gauge).

11. From the 11th May, in through booking with the Nizam's Guaranteed State and Madras railways, the first, second and third class passenger fares from Hyderabad and stations east on the Nizam's Guaranteed State railway to Madras *viâ* Bezwada were adjusted and equalized with those *viâ* Wádi and Ráichúr.

Great Indian Peninsula railway system (standard gauge).

12. The Wardha Coal State railway passenger fares have been revised from the 1st January as shown below:

	From	To
1st class . .	18 pies (1·50*d.*)	12 pies (1·00*d.*)
2nd class . . .	9 pies (0·75*d.*)	6 pies (0·50*d.*)
3rd class (mail) . .	4 pies (0·33*d.*)	3 pies (0·25*d.*)

Bengal and North-Western railway system (metre gauge).

13. From the 1st July, the passenger fares were reduced to the following scale:

	From	To
1st class . .	18 pies (1·50*d.*)	12 pies (1·00*d.*) per mile.
2nd class . . .	9 pies (0·75*d.*)	6 pies (0·50*d.*) per mile.
Intermediate class .	4 pies (0·33*d.*)	3 pies (0·25*d.*) per mile.
Third class . . .	2 pies (0·16*d.*)	2 pies (0·16*d.*) for distances up to 149 miles, over 149 miles, 1½ pies (0·13*d.*) per mile.

For all distances on the Ganges-Gogra Doab line 1⅓ pies (0·13*d.*) per mile.

Burma railways (metre gauge).

14. From the 1st November, the 3rd class fares, calculated on the zonal system, introduced on the 16th January 1898, were abolished, and a uniform rate of 3 pies (0·25*d.*) per mile on the main line and 2 pies (0·16*d.*) per mile on the Mu Valley section (*i.e.*, from Sagaing upwards) was introduced.

From the 10th February, the freight rate by passenger trains on betel leaves, plants and shrubs, including orchids and moss, was reduced from full to half parcels rate, in order to encourage the traffic in these commodities.

Segowlie-Raxaul railway (metre gauge).

15. From the 1st July, the following fares were introduced:

1st class	12 pies (1·00*d.*) per mile.
2nd class	6 pies (0·50*d.*) per mile.
Intermediate class	3 pies (0·25*d.*) per mile.
3rd class	2 pies (0·16*d.*) per mile.

For through distances of 150 miles and over on this line and on the Bengal and North-Western railway, the third class fare is 1½ pies (0·13*d.*) per mile applied differentially.

Udaipur-Chitor railway (metre gauge).

16. From the 1st January, the intermediate class fares were reduced from 4 pies (0·33*d.*) to 3 pies (0·25*d.*) per mile.

Bhávnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

17. From the 20th December, intermediate class accommodation was introduced in local and through booking with the Bombay, Baroda and Central India and Morvi railways. The fare is 4 pies (0·33*d.*) per mile for single journey.

GOODS RATES.

East Indian railway system (standard gauge).

18. From the 1st March, coal despatched from any colliery station to Jubbulpore and *viá*, and to Katni and *viá*, was reduced to $\frac{1}{10}$th pie per maund (0·227*d.* per ton) per mile, no rebate being allowed on these rates.

From the 1st May, the weight for charge on Sál and Asna timber, carried by measurement, was increased from 30 to 35 seers (0·028 to 0·032 ton) per cubic foot.

From the same date, the Cawnpore mills siding charges for traffic interchanged with other railways *viá* Cawnpore, were reduced from the previous 10 miles charge plus terminals to half the charge for special, mineral, 1st, 2nd and 3rd class goods, and from 6 to 8 pies (0·50*d.* to 0·67*d.*) for other classes.

From the 1st August, the different descriptions of colours, paints and dyes, previously separately classified, were amalgamated under two heads—wet and dry—and were classified as follows:

Dry—3rd class, owner's risk.
4th class, railway risk.
Wet—2nd class, owner's risk.
3rd class, railway risk.

Bengal Central railway (standard gauge).

19. From the 1st April, the minimum charges of 4 and 6 pies per maund (9·073*d.* and 13·610*d.* per ton) for large and small lots of goods for short distances were cancelled, and the minimum charge in all cases fixed at 5 pies per maund (11·342*d.* per ton) both in local and through booking. This does not affect the rates for coal, coke and patent fuel, nor does it alter the Bengal Central railway proportion of any Bengal Central railway special lump sum rates, either in local or through booking.

Bengal-Nágpur railway (standard gauge).

20. From the 10th January, the goods rates between Calcutta and Balasore and Cuttack for a number of principal commodities were adjusted with the view of securing the traffic for carriage by rail instead of by sea.

Indian Midland railway system (standard gauge).

21. From the 1st January, in consequence of the opening of the Saugor-Katni extension, special rates for wheat, rice and other grain and seeds, between Katni-Murwara and *viá* and Agra and *viá* were quoted.

From the 1st March, in conformity with the agreement between the Great Indian Peninsula, the East Indian and the Indian Midland railways, the rates for

the respective classes of goods, also for certain special commodities, were equalized between Bombay and the mill sidings in Cawnpore by way of the Itársi route with those in force over the East Indian and Great Indian Peninsula railway route *viá* Jubbulpore.

From the 1st April, the Oudh and Rohilkhand State railway chord line between Benares and Lucknow having been opened, the through rate of Re. 0-9-3 per maund (20*s*. 11·78*d*. per ton) for grain and seeds to Bombay, quoted for other portions of the line, from *viá* Cawnpore, was applied to that section.

From the 1st August, special rates for mill stores, spices, sulphur, tea, etc., were quoted between Bombay and stations in the North-Western Provinces and the Punjab, *viá* Itársi and Agra.

From the 1st September, in conformity with the alterations made by the connected railways, the classification for colours, paints and dyes was revised as follows:

Colours, paints and dyes, dry	3rd class, owner's risk. 4th class, railway risk.
Colours, paints and dyes, wet	2nd class, owner's risk. 3rd class, railway risk.

From the 1st October, the minimum weight for hides and skins from Cawnpore and *viá* to Madras was reduced from 200 maunds (7·35 tons) per wagon to 125 maunds (4·59 tons) per wagon.

During the year, reduced rates were quoted, to and from certain stations, for salt, to divert the traffic to the railway; and for grain, seeds and full pressed cotton, to assimilate.

North Western State railway system (standard gauge).

22. From the 1st April, when the Mari-Attock section from Campbellpur Cantonment to Daud Khel was opened for public traffic, goods class rates between the main line stations Peshawar Cantonment to Campbellpur Cantonment and certain stations below Campbellpur Cantonment, including the Khusálgarh branch and stations below Daud Khel to Kurrachee and Chaman were calculated on the mileage by the shortest route. Special rates for principal commodities between Kurrachee City and stations above Lawrencepur already in force were applied to both *viá* main line Lahore and *viá* Mari-Attock-Daud Khel, provided they did not infringe the minimum mileage rate fixed for special class goods.

From the 15th August, the following classification was adopted for colours, dyes and paints, instead of the various rates for different kinds of colours previously in force, in order to simplify classification and to assimilate with other lines:

Dry	at owner's risk	3rd class.
	at railway risk	4th class.
Wet	at owner's risk	2nd class.
	at railway risk	3rd class.

Special lower rates for certain colours in booking from Kurrachee, as well as those for lac shell, lac dye and chokhra dye in general booking were, however, retained to keep Kurrachee on an equal footing with other ports.

During the year, reduced rates were quoted to and from certain stations, for wool in full wagon loads and full pressed cotton (full wagon load condition in regard to latter was also abolished) to encourage the traffic to Kurrachee; for lucifer matches in full wagon loads, to divert Indus river traffic; for kapas, to divert the road traffic and to encourage the cotton traffic to Kurrachee; coal dust in local booking only, to clear accumulations at the Khost colliery; for certain articles between stations on the Lyallpur-Toba Tek Singh extension and stations on the Mooltan section, to divert the road traffic.

Oudh and Rohilkhand State railway (standard gauge).

23. From the 1st August, the through rates for kerosine oil in cases, at owner's risk, flashing at and above 76° Abel's test, booked from Budge Budge to Lucknow was reduced from Re. 0-10-3 to Re. 0-8-5 per maund (23*s*. 3*d*. to 19*s*.1·10*d*. per ton).

From the 1st December, the rates for grain and seeds from stations Kashi to Malihabad on the Oudh and Rohilkhand State railway to Rewari and stations above on the Bombay, Baroda and Central India railway *viá* Aligarh and Delhi, were adjusted.

Eastern Bengal State railway system (*standard, metre and special gauges*).

24. From the 1st April, salt and kerosine oil, on the Dacca section and the Mymensingh-Jamálpur-Jagannathganj railway, were charged at the rate of $\frac{1}{4}$th pie per maund (0·567*d.* per ton) per mile, without the usual terminals in through booking with foreign lines, and with terminals when booked locally between any two intermediate stations.

East Coast State railway (*standard gauge*).

25. From the 1st June in local booking, and 1st July in through booking, a rate of $\frac{1}{10}$th pie per maund (0·227*d.* per ton) per mile on the collective weight of all the packages forming a consignment, at owner's risk, with a terminal of 2 pies per maund (4·537*d.* per ton) has been fixed for empty ice packages returned after being carried full.

From the 1st July in local booking, and 1st August in through booking, the rates for all the principal articles of commerce have been altered, re-adjusted and brought into a uniform system, with a view to encourage long distance traffic and grapple with the competition by sea, canals and carts.

From the 1st August in local booking, and 1st September in through booking, the following rates have been introduced for the carriage of coal, at owner's risk, in full wagon loads over this railway, *viz.*:

(I) In consignments of 250 tons and over 3¼ pies (0·27*d.*) per ton per mile.

(II) In consignments of below 250 tons 3½ pies (0·29*d.*) per ton per mile.

From the 1st June in local booking, the following specially reduced rates have been quoted for the carriage of kerosine oil in bulk from Ráyapuram to stations on this line, *viz.*:

When carried in wagons with carrying capacity of 297 maunds (10·91 tons).	Re. 0-5-9 (5·75*d.*) per wagon per mile.
When carried in wagons with carrying capacity of 410 maunds (15·06 tons).	Re. 0-7-9 (7·75*d.*) per wagon per mile.

Specially reduced rates per maund were also quoted for the carriage of the same from Ráyapuram to certain stations on the Nizam's Guaranteed State railway *viâ* Bezwada Junction.

Great Indian Peninsula railway system (*standard gauge*).

26. From the 1st July, the rates calculated on the following scale, *viz.*:

Miles.	Miles.	Per maund per mile.	Per ton per mile.	
		Pies.	*Pence.*	
1 to	100 @	0·33	0·748	Plus a terminal charge of 3 pies per md. (6·805*d.* per ton) for the Southern Mahratta railway and 6 pies per md. (13·610*d.* per ton) for the Great Indian Peninsula railway.
101 to	200 „	0·22	0·499	
201 to	300 „	0·16	0·363	
301 to	400 „	0·12	0·272	
400 and over	„	0·08	0·181	

have been quoted between Bombay and stations on the Southern Mahratta railway for articles of certain descriptions as well as for all articles classified special over the Southern Mahratta railway; and the rates (except for salt) in force prior to the 1st December 1898 or from the 15th December 1898 for traffic between stations Dádar to Kirkee and stations on the Southern Mahratta railway *viâ* Poona and *viâ* Hotgi were cancelled and through class rates between Bombay only and Southern Mahratta railway stations introduced, the former arrangement with the Southern Mahratta railway having been cancelled in December 1898.

From the 23rd March, a special rate of Re. 0-8-1 per maund (18*s.* 4·03*d.* per ton) was quoted for salt in truck-loads of not less than 270 maunds (9·92 tons) at owner's risk from Bombay, Dádar, *viâ* Dádar, Coorla, Thana, and Campoli to Bori, to prevent re-booking on the Bengal-Nágpur railway.

Southern Mahratta railway system (*metre gauge*).

27. From the 17th April, specially reduced rates were quoted for myrabollams in full wagon loads from Belgaum, Khanapur, Gunji, Londa and Castle Rock to Bombay *viâ* Portuguese frontier on condition that not less than 50,000 maunds (1,836·88 tons) were booked from all stations named collectively by or before the end of May 1899. This reduction was made to compete with the sea route *viâ* Chiplun.

From the 1st June, the special reduced rate of 2½ pies (0·21*d.*) per ton for coal from and *viâ* Bezwada to Bangalore City quoted in 1898 was cancelled.

From the 1st July, the rates for all classes of traffic between Bombay and Southern Mahratta railway stations and for special class traffic between Madras and Southern Mahratta railway stations were revised.

Burma railways (*metre gauge*).

28. From the 1st January, the rate for firewood was raised 25 per cent. and calculated on the cubical capacity of each description of wagon, in order to secure more vehicles taken up for firewood for paddy traffic.

In order to obtain for each system a fair share of the traffic in the principal commodities carried from Rangoon to Mandalay and Katha, and *vice versâ*, the Burma railways and Irrawaddy Flotilla services, from the 1st June, adjusted their respective rates on a more equal basis.

From the 1st December, owner's risk rates of Rs. 4 per 100 viss (33*s.* 4*d.* per ton) for carvings and Rs. 3-8-0 per 100 viss (29*s.*2*d.* per ton) for images of brass, iron, wood, and stone in any quantities from Mandalay to Rangoon were introduced, in order to obtain the traffic.

During the year, reduced rates were quoted, to and from certain stations, for paddy, to divert traffic to the railway; for rice, to equalize up and down rates; and for broken stone or ballast, to create traffic.

Rohilkund and Kumaon railway system (*metre gauge*).

29. From the 1st March, the rate for timber unwrought in logs was altered from ¼th pie per maund (0·567*d.* per ton) per mile in actual weight to ⅓rd pie per maund (0·756*d.* per ton) per mile chargeable on weight obtained by measurement, the weight being calculated at 35 seers (0·032 ton) per cubic foot.

Udaipur-Chitor railway (*metre guage*).

30. During the year, reduced rates were quoted for pressed or loose hay, grass and fodder, stone in truck-loads and loose cotton in bags.

Bhávnagar-Gondal-Junágad-Porbandar railway system (*metre gauge*).

31. From the 1st June, the terminal charge in local booking over Bhávnagar-Gondal-Junágad-Porbandar, Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways, was increased from 7 pies to 8 pies per maund (15·878*d.* to 18·146*d.* per ton), and in through booking, the terminal charges were re-adjusted as follows between:

	From	To
Bhávnagar-Gondal-Junágad-Porbandar railway and Jetalsar-Rájkot railway. Bhávnagar-Gondal-Junágad-Porbandar railway and Dhrángadrá railway. Jetalsar-Rájkot railway and Jámnagar railway.	3·50 pies per maund (7·939*d.* per ton) for each railway's proportion.	4 pies per maund (9·073*d.* per ton) for each railway's proportion.
Bhávnagar-Gondal-Junágad-Porbandar railway and Jetalsar-Rájkot railway or between Dhrángadrá railway and Jetalsar-Rájkot railway *viâ* Bhávnagar-Gondal-Junágad-Porbandar railway.	4·67 pies per maund (10·593*d.* per ton) for each railway's proportion.	4 pies per maund (9·073*d.* per ton) for each sending and receiving railway, the intervening line gets no terminal, the traffic over it being "cross."
Bhávnagar-Gondal-Junágad-Porbandar railway and Morvi railway *viâ* Jetalsar-Rájkot railway.	4·33 pies per maund (9·822*d.* per ton) for each railway, *i.e.*, Bhávnagar-Gondal-Junágad-Porbandar railway and Jetalsar-Rájkot railway.	4 pies per maund (9·073*d.* per ton) for Bhávnagar-Gondal-Junágad-Porbandar railway only. Jetalsar-Rájkot railway gets no terminal, the traffic over it being "cross."
Jámnagar railway or Jetalsar-Rájkot railway and Morvi railway *viâ* Rájkot or Bhávnagar-Gondal-Junágad-Porbandar railway, Jetalsar-Rájkot railway or Dhrángadrá railway, and Bombay, Baroda and Central India railway, and Morvi railway *viâ* Wadhwán Junction.	7 pies per maund (15·878*d.* per ton) for each railway's proportion.	4 pies per maund (9·073*d.* per ton), the intervening line gets no terminal, the traffic over it being "cross."

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
						SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	STANDARD GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
I	EAST INDIAN (*a*)	18·00	9·00	3·50	2·50	3·27 to (*b*)9·07	2·72 to (*c*) 9·07	...	9·07	0·33
II	BENGAL CENTRAL	18·00	9·00	4·50	3·00	3·79 to 9·07	2·45 to 9·07	40·83	9·07	0·33
III	BENGAL-NÁGPUR	18·00	8·00	3·00	2·00	3·02 to (*d*) 9·07	2·72 to (*e*)9·07	40·83	9·07	0·33
IV	INDIAN MIDLAND (*f*)	12·00	6·00	3·00	(*g*)	2·72 to 9·07	2·72 to 9·07	...	9·07	0·33
VI	GODHRA-RUTLAM-NÁGDÁ	Same as on the Rajputana-Malwa railway					...	...	...	...
VII	WARDHA COAL	18·00	9·00	4·00	2·00	Same as on the Great Indian Peninsula railway				
	State lines worked by the State.									
XI	NORTH WESTERN (*h*)	12·00	6·00	3·00	2·25	3·40 to 6·81	2·72 to 9·07	...	9·07	0·33
XIII	OUDH AND ROHILKHAND	12·00 (*i*)	6·00	3·50	2·50	4·54 to 9·07	2·72 to 4·08	40·83	9·07	0·33
XIV	EASTERN BENGAL	12·00 to 18·00	(*i*) 6·00 to 9·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	40·83	9·07	0·33
XV	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line.				Certain up and down rates between fixed points				
XVI	EAST COAST	18·00	9·00	4·50	2·50	2·72 to 9·07	2·72 to 9·07	...	4·54 to 9·07	0·17 to 0·33
	Lines worked by guaranteed companies.									
XVII	GREAT INDIAN PENINSULA (*j*)	12·00	6·00	3·00	2·00	2·72 to 11·97	2·72 to (*k*) 8·98	...	11·97	0·44
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	12·00	6·00	3·00	2·25 to 2·50	(*l*)	(*m*)	...	10·89	0·40
XIX	MADRAS	12·00	6·00	...	2·00 and 2·50	3·00 to 10·07	3·00 to 10·07	...	10·07	0·37
	Assisted companies.									
XXI	TARKESSUR	12·00	6·00	3·50	3·00	Same as on the East Indian railway				...
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	Same as on the East Indian railway					...	...	...	...
XXV	TÁPTI VALLEY	12·00	6·00	...	2·50	Same as on the Bombay Baroda and Central India				
	Lines owned by native states and worked by companies.									
XXXI	THE NIZAM'S GUARANTEED STATE (*n*).	18·00	6·00	(*o*)2·50	(*p*)2·00	5·00 to 7·00	2·50 to 6·00	...	10·07	0·37
XXXII	NÁGDÁ-UJJAIN	15·00	8·00	3·00	2·25	(*f*)	(*m*)	...	9·53	0·35
XXXIII	THE GAEKWAR'S PETLÁD	12·00	6·00	...	2·50	(*q*) 7·89	10·89	...	10·89	0·40
XXXIV	KOLAR GOLD-FIELDS	12·00	6·00	...	2·00	Same as on the Madras railway			...	...

No. 38.

railways on the 31st December 1899.

English money at 1s. 4*d*. to the rupee by taking 1 pie = 0·083*d*.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		*N.B.*—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
13·61	0·50	18·15	0·67	22·68	0·88	27·22	1·00	I	(*a*) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	II	(*b*) All stations except Howrah— For first 100 miles . . . 9·07 pies per ton per mile. „ extra distances over 100 and up to 450 miles . . 4·63 „ „ „ extra distances above 450 miles 3·27 „ „
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	III	(*c*) For consignments of less than 300 maunds or 11·02 tons, 9·07 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	IV	For consignments in full wagon loads. For all distances up to 400 miles, 4·08 pies per ton per mile.
...	...	...	...	...	...	...	...	VI	For distances above 400 miles, for the first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 2·72 pies per ton per mile.
...	...	...	...	...	...	...	...	VII	(*d*) 1 to 300 miles ... ... 9·07 pies per ton per mile. 301 to 375 „ ... ... 8·06 „ „ 376 to 400 „ ... ... 7·31 „ „ 401 to 450 „ ... ... 6·55 „ „ 451 to 475 „ ... ... 6·05 „ „ 476 to 525 „ ... ... 5·29 „ „ 526 to 550 „ ... ... 5·04 „ „ 551 to 600 „ ... ... 4·28 „ „ over 600 „ ... ... 3·02 „ „
13·61	0·50	18·15	0 67	22·68	0·83	27·22	1·00	XI	(*e*) Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below, unless the coal is bagged, in which case it will be charged at 9·07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIII	The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIV	For consignments of full wagon loads. For all distances up to 400 miles, 4·83 pies per ton per mile.
obtain on this railway				...	...	...	...	XV	For all distances above 400 miles, for the first 400 miles, 4·83 pies per ton per mile. For distances in excess of 400 miles, 2·72 pies per ton per mile.
4·54 to 13·61	0·17 to 0·50	4·54 to 8·15	0·17 to 0·67	4·54 to 22·68	0·17 to 0·83	4·54 to 27·22	0·17 to 1·00	XVI	(*f*) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways.
16·34	0·60	21·78	0·80	24·49	0·90	32·66	1·20	XVII	(*g*) First 100 miles, 2·67 pies per mile. 101 to 200 „ 2·60 „ „ 201 to 400 „ 2·33 „ „ Above 400 „ 2·00 „ „
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XVIII	(*h*) The North Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rajpura-Bhátinda railways, the Jammu and Kashmir railway (Native State section), and on the Southern Punjab (Delhi-Samásata) railway.
13·61	0·50	18·15	0·67	22·68	0·88	36·00	1·32	XIX	(*i*) Between Calcutta and Kánchrapára.
...	...	...	...	...	...	...	...	XXI	(*j*) Including the Dhond-Manmád, Khámgaon and Amráoti railways.
...	...	...	...	...	...	...	...	XXII	(*k*) The rate is 3·98 pies per ton per mile for consignments of less than 10 tons, and 2·72 to 4·08 pies for consignments of not less than 10 tons.
railway	...	...	...	...	...	...	...	XXV	(*l*) Food grains in consignments of 300 maunds, or 11·02 tons, and over, and coal are charged on the sliding scale given below— 1 to 100 miles . . . 9·53 pies. 101 to 200 „ . . . 6·80 „ 201 to 400 „ . . . 4·08 „ over 400 „ . . . 2·72 „
13·88	0·51	19·87	0·73	28·03	1·03	40·01	1·47	XXXI	(*m*) In consignments of full wagon loads. For all distances up to 400 miles, 4·08 pies per ton per mile. For distances above 400 miles, for the first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 2·72 pies per ton per mile.
14·15	0·52	19·05	0·70	28·14	0·85	27·22	1·00	XXXII	(*n*) Including the Bezwada extension (East Coast State railway).
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXXIII	(*o*) Third class by mail trains.
...	...	...	...	...	...	...	...	XXXIV	(*p*) Third class by other than mail trains. (*q*) This rate applies to consignments weighing 300 maunds or 11·02 tons and over.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into Englis h

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
						SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
		1st class.	2nd class.	3rd or intermediate class	Lowest class (3rd or 4th).	Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION . . .	15·00	7·50	3·50	2·00	2·72 to 9·07	4·08	40·83	9·07	0·33
	COMPANY'S SECTION . .									
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . .	18·00	9·00	4·00	2·00	6·80	(a) 4·08	...	9·07	0·33
XLI	RAJPUTANA-MALWA . . .	15·00	8·00	3·00	2·00 to 2 25	(b)	(c)	...	9·53	0·35
XLII	PÁLANPUR-DEESA	15·00	8·00	...	2 25	(d) 6·80	9·53	...	9·53	0·35
XLIII	SOUTHERN-MAHRATTA (e) . .	12·00	6·00	...	2·00	3·37 to 9·07	3 00 to 9·07	40·50	9·07	0·33
XLVI	SOUTH INDIAN (f) . . .	12 00	6·00	...	2·00	9·07	9·07	40·83	9·07	0·33
XLVIII	ASSAM-BENGAL	18 00	9·00	...	3·00	4·54 to 9·07	2·72 to 4·08	...	9·07	0·33
XLIX	BURMA (g)	15·00	6·00 and 9·00	3·00 and 4·50	1 50 to h 3·00	2 72 to 9·07	2 72 to 9·07	...	9·07	0·33
	State lines worked by the State.									
L	EASTERN BENGAL—									
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia 2′ 6″ gauge, branch).	18·00	9·00	4·00	2·50	3·89 to 5·44	2·45 to 9·07	40·83	9 07	0·33
	DACCA SECTION . . .	18·00	9·00	4·00	2·50	4·54 to 5·44	2·45 to 9 07	40·83	9·07	0·33
	Assisted companies.									
LIII	DEOGHUR	24·00	...	...	6·00	(i)	(i)	...	(i)	(i)
LIV	BRAHAMPUTRA-SULTANPUR . .	18 00	9·00	4·00	2·50	9·07	...		Same as on the Eastern	
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ.	18·00	9·00	4·00	2·50	4·54 to 5·44				
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35·00	15·00	...	3·11	6·80	(a) 4·08	...	9·07	0·33
LVII	SEGOWLI-RAXAUL . . .	15·00	7·50	3·50	2·00	6·80	4·08	40·83	9·07	0·33
LVIII	BENGAL DOOARS	36·00	21·00	6·00	3·00	21·77	2·44 to 21·77	...	27·22	1·00
LIX	DIBRU-SADIYA	18·00	9·00	4·00	...	...	5·99	...	27·22	1·00
LX	LEDO AND TIKAK-MARGHERITA COLLIERY.	...	...	...	...	(l)	(l)	...	...	...
LXI	AHMEDABAD-PARÁNTÍJ . . .	15·00	8·00	...	2·25	(d) 6·80	9·53	...	9·53	0·35
LXII	NÍLGIRI	(m)76·00	(m)38·00	...	(m)7·50	(i)	(i)	...	(i)	(i)

No. 38—*contd.*

railways on the 31st December 1899—contd.

money at 1s. 4*d.* to the rupee by taking 1 pie=0·083*d.*

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies	Pies.	Pies.	Pies.		*N.B.*—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
								XXXIX	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XL	(*a*) For consignments of full wagon loads. Coal in small quantities is chargeable at 9·07 pies per ton per mile.
14·15	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLI	(*b*) Food grains per ton per mile. In consignments of 200 maunds, or 7·53 tons and over— 1 to 100 miles . . . . . 9·53 pies. 101 to 200 ,, ... 6·80 ,, 201 to 400 ,, ... 4·08 ,,
14·15	0·52	19·05	0·70	23·14	0 85	27·22	1·00	XLII	(*c*) *Vide* remark (*m*) on the second page of this statement.
13·61	0·50	18·15	0 67	22·68	0·83	27·22	1·00	XLIII	(*d*) This rate applies to consignments weighing 200 maunds or 7·35 tons and over.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLVI	(*e*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier, the Mysore-Nanjangúd and the Birur-Shimoga railways.
13·61	0·50	18·15	0 67	22·68	0·83	27·22	1·00	XLVIII	(*f*) Including the Máyavaram-Mutupet, Pondicherry and Káraikkal-Peralam railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIX	
									(*g*) The standard weight on this railway is the viss, one ton being equal to 613·69 viss, and one maund to 22·50 viss.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	L	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		(*h*) One and a half pies to 3·00 pies up to 31st October 1899 and three pies from 1st November to 31st December 1899 on the Burma railways, and 2·00 pies on the Mu Valley railway, for local trains.
(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	LIII	
Bengal State railway		...	...	...	...	...		LIV LV	
(*j*)9·07	(*j*) 0·33	(*j*)13·61	(*j*)0·50	(*j*)20·41	(*j*)0·75	54·44	2·00	LVI	(*i*) Special rates are charged for all goods traffic.
(*k*)18·15	(*k*)0·67	(*k*)27·22	(*k*)1·00	(*k*)40·83	(*k*)1·50				(*j*) Between Bareilly Junction and Kichha.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	LVII	(*k*) Between Kichha and Káthgodam.
32·66	1·20	48·99	1·80	68·05	2·50	...	...	LVIII	
54·44	2·00	81·66	3·00	...	...	...	...	LIX	
...	...	...	...	...	...	...	...	LX	(*l*) Three annas per maund or Rs. 5-1-8 per ton for food-grains and Rs. 2 per wagon for coal are charged on this line.
14·15	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXI	
(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	LXII	(*m*) The fares for the up and down journeys are not the same.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	METRE GAUGE—*concld.*	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	Lines owned by native states and worked by companies.									
LXIII	THE GAEKWAR'S MEHSÁNA	15·00	8·00	...	2·25	(*a*) 6·80	9·53	...	9 53	0·35
LXIV	HYDERABAD-GÓDÁVARI VALLEY	12·00	6·00	...	2 00	7·00	4·08	...	10·97	0·37
LXVIII	BIBUR-SHIMOGA	Same as on the Southern Mahratta railway					...	...	...	...
	Lines owned and worked by native states.									
LXXII	JODHPUR-BIKANER—									
	JODHPUR SECTION	18 00	6·00	...	2·00	(*b*) & (*c*)	(*b*) & (*c*)	...	13·61	0·50
	BIKANER „									
LXXIII	UDAIPUR-CHITOR	18·00	9·00	3·00	2·00	10·89	10·89	...	16·34	0·60
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*a*).	12·00	6·00	4·00	2·75	8·00	4 00 to 8·00	...	10 89	0·40
	Foreign lines.									
LXXIX	WEST OF INDIA PORTUGUESE	12·00	6·00	...	2·50	8·00	5·13	...	10·07	0·37
LXXXI	KÁRAIKKAL-PERALAM	Same as on the South Indian railway.								
	SPECIAL GAUGES.									
	State lines worked by the State.									
LXXXIII	JOBHAT (2′ 0″)	24·00	...	8·00	4·00	27 22	9·07	...	27·22	1·00
LXXXIV	CHERRA-COMPANYGANJ (2′ 6″)	Information not furnished.				...	...	...	...	...
	Assisted companies.									
LXXXVI	DARJEELING HIMALAYAN (2′ 0″)	72 00	36·00	15·00	...	63·96	38·38	...	31·66	3·00
LXXXVII	BARSI LIGHT (2′ 6″)	(*e*) 18·00	...	...	(*f*) 3·00	10 07	7·08 to 10·07	...	10·07	0·37
LXXXVIII	HOWRAH-AMTA (2′ 0″)	18·00	...	6·00	4·50	(*g*) 13·61	(*g*) 13·61	...	17·42	0·64
LXXXIX	HOWRAH-SHRAKHALLA (2′ 0″)	18·00	...	6·00	4·50	(*g*) 13·61	(*g*) 13·61	...	17·42	0·64
XC	RÁNAGHAT-KRISHNAGHAR (2′ 6″)	18·00	...	4·50	3·00	(*h*) 13·61	(*h*) 13·61	...	18·15	0·66
XCI	TARAKESHAWAR-MAGRA (2′ 6″)	24·00	12·00	4·50	3·00	9·07	9·07	...	9·07	0·33
XCII	TEZPORE-BÁLIPÁRÁ (2′ 6″)	18·00	...	...	4·00	54·44	27·22	...	(*i*)	(*i*)
	Lines owned by native states and worked by companies.									
XCIV	GWALIOR LIGHT (2′ 0″)	24 00	6·00	....	2·00	2·72 to 9·07	2·72 to 9 07	...	9·07	0·33
XCV	THE GAEKWAR'S DABHOI (2′ 6″)	(*e*) 9·00	...	...	(*f*) 3·00	(*j*)	(*k*)	...	10·89	0·40
XCVI	RAJPIPLA (2′ 6″)	(*e*) 9·00	...	...	(*f*) 3·00	(*j*)	(*k*)	...	10·89	0·40
	Line owned by native state and worked by state railway agency.									
XCVIII	COOCH BEHAR (2′ 6″)	24·00	12·00	6·00	4·00	(*l*)	2·44 to 4·68	...	(*l*)	(*l*)
	Line owned and worked by native state.									
XCIX	MORVI (2′ 6″)	12·00	6·00	...	3 00	6·80	8·00	40·83	10·89	0·40

No. 38—*concld.*

railways on the 31st December 1899—concld.

money at 1s. 4d. to the rupee by taking 1 pie =0·083d.

RATES.								Classification No.	Remarks.
2nd class.		3rd class.		4th class.		5th class.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		*N. B.*—The coal rates in force on the East Indian railway apply also to state lines worked by the State and certain other railways.
14·15	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXIII	(*a*) This rate applies to consignments weigning 200 maunds, or 7·35, tons and over.
13·88	0·51	19·87	0·73	28·03	1·03	4·00	1·47	LXIV	
...	...	...	...	...	...	...	...	LXVIII	
								LXXII	
20·41	0·75	25·86	0·95	31·30	1·15	36·75	1·35		(*b*) First 100 miles, 10·89 pies per ton per mile. Over 100 miles, 8·17 „ „ „ „
23·14	0·85	28·58	1·05	34·02	1·25	38·11	1·40	LXXIII	(*c*) Per wagon load (for grass) Re. 0-3-0 per wagon per mile.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXIV	(*d*) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways.
13·88	0·51	23·00	0·87	34·00	1·24	48·00	1·76	LXXIX	
...	...	...	...	...	...	...	...	LXXXI	
54·44	2·00	81·66	3·00	...	...	...	...	LXXXIII	
...	...	...	...	...	...	...	...	LXXXIV	
95·27	3·50	108·88	4·00	122·49	4·50	136·10	5·00	LXXXVI	
14·15	0·52	20·14	0·74	23·14	0·85	30·21	1·11	LXXXVII	(*e*) Upper class. (*f*) Lower class.
27·22	1·00	32·66	1·20	...	...	...	...	LXXXVIII	
27·22	1·00	32·66	1·20	...	...	...	...	LXXXIX	(*g*) For consignments of 100 maunds, or 3·67 tons and over 9·07 pies per ton per mile.
22·68	0·83	27·22	1·00	...	...	...	...	XC	(*h*) For consignments of 100 maunds, or 3·67 tons, 10·89 pies per ton per mile.
13·61	0·50	18·14	0·66	22·68	0·83	27·22	1·00	XCI	
(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	(*i*)	XCII	(*i*) 81·66 pies per ton or 3·00 pies per maund per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XCIV	
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XCV	(*j*) *Vide* remark (*l*) on the second page of this statement.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XCVI	(*k*) *Vide* remark (*m*) on the second page of this statement.
(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	(*l*)	XCVIII	(*l*) 27·22 pies per ton, or 1·00 pie per maund per mile.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XCIX	

CHAPTER XI.

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways* during 1899 compares with the previous year as follows :

Year.	Coal.				Coke.	Patent fuel.	Liquid fuel.	Wood.
	English.	Indian.	Japanese.	Total.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year . . .	37,551	1,414,243	...	1,451,794	2,968	2,538	...	383,380
1899	79,511	1,548,392	1,462	1,629,365	3,503	8,089	194	340,452

2. The total consumption of coal on the standard and metre gauge railways was 12·23 per cent. greater than in 1898. The total consumption of Indian coal increased by 9·49 per cent., English coal 111·74 per cent., patent fuel 218·72 per cent., and coke 18·03 per cent., while the quantity of wood decreased by 11·20 per cent.

3. The actual quantities of fuel consumed in terms of coal ; the average cost per ton ; the consumption per train-mile, per engine-mile and per thousand gross ton-miles ; the cost per ton stated in terms of Giridíh (Kurhurbaree) best steam coal ; and the average lead of each description on the principal railways, will be found in statement No. 39.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridíh (Kurhurbaree) best steam coal being taken as the standard :

Description.	Equivalents.	Co-efficients.
Giridíh (Kurhurbaree) best steam coal	1·00	1·00
Kurhurbaree (East Indian railway) selected large coal . . .	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barákar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warora coal	1·80	0·56
Wood fuel	2·50	0·40

The figures given above are, however, based on experiments made some years ago ; and as it is probable that many Indian mines are now raising a better quality of coal than they did at that time, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table at the end of this chapter shows the equivalent of one ton of Giridíh (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1899 are given in the following paragraphs :

* Excluding the West of India Portuguese railway.

East Indian railway system (standard gauge).

5. Kurhurbaree coal was used over the whole system, and Kurhurbaree coke at Howrah and Sahebgunge. Market coal was used at Howrah, Hooghly, Burdwan, Ásansol, Ondál, Dhanbaid, Madhupur, Jhajha, Rampore Haut, Sahebgunge, Mokameh, Dinapore, Buxar, Moghal Sarai, Allahabad, Sutna, Jubbulpore, Cawnpore and Tundla.

The purchase rates per ton for Kurhurbaree coal were Rs. 2-0-0; for briquettes Rs. 3-12-0; for hard coke Rs. 5-8-0; for soft coke Rs. 3-8-0; for smithy coal Rs. 1-13-0 from January to June and Rs. 2-0-0 from July to December; and for market coal varied between Rs. 1-12-0 and Rs. 4-0-0 throughout the year, delivered at Giridíh by the East Indian railway collieries, and at Dhanbaid, Toposi and Katni by contractors.

The actual quantities of coal and coke used were:

	Tons.
Kurhurbaree coal	323,941
Kurhurbaree coke	3,503
Market coal	84,882
Coal supplied by the Eastern Bengal State railway at Chitpore and Narculdangah	50

Bengal Central railway (standard gauge).

6. Bengal coal (9,264 tons) was exclusively used on this railway.

The purchase rate per ton was Rs. 3-4-0 for Asansol and Rs. 3-0-0 for Sitarámpur, delivered into wagons at pit's mouth.

The coal supplied under the contract was of good quality and the arrangements for delivery were satisfactory.

Bengal-Nágpur railway (standard gauge).

7. The coal used on the different sections of the line was as follows:

On the main line between Ásansol and Nágpur. On the branch lines between Jharsuguda and Sambalpur, between Bilaspur and Sahdol, between Khargpur and Sini, between Khargpur and Kola Riverside, and between Kola Riverside and Cuttack.	Sanctoria coal at Rs. 3-6-0 per ton, delivered into wagons at Radhanagar; and Sitarampur coal at Rs. 3-4-0 per ton, delivered into wagons at Sitarampur.
On the branch line between Sahdol and Katni.	Umaria coal at Rs. 4-0-0 per ton, delivered into wagons at the Umaria pit.

The actual quantities of the different descriptions of coal consumed were:

	Tons.
Bengal coal	56,249
Umaria coal	4,706

The coal supplied under the contracts has been of good quality and the arrangements for delivery were fairly satisfactory.

Indian Midland railway system (standard gauge).

8. The description of fuel used on the different sections is shown below:

On the Jhánsi-Cawnpore, Jhánsi-Tundla and Jhánsi-Bína sections.	Umaria, Gourangdih, Jherriah, Sanctoria, Bhugutdee and Barmundia coal.
On the Jhánsi-Mánikpur, Bína-Bárán, Bína-Katni and Bhopal-Ujjain sections.	Umaria coal.
On the Bína-Itársi section	Umaria, Gourangdih, Sanctoria and Mohpáni coal.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Umaria coal	55,832
Bengal coal	21,106
Mohpáni coal	684
Firewood	1,510

The purchase rate per ton for Umaria coal was Rs. 4-0-0, delivered into wagons at Umaria pit; for Bengal coal Rs. 2-8-0 and Rs. 4-0-0 at Gourangdih, Rs. 2-8-0 and Rs. 2-12-0 at Dhanbaid and Rs. 4-8-0 at Radhanagar and Sitarámpur; for Mohpáni coal Rs. 5-8-0 at Mohpáni; and for firewood Rs. 1-12-0 and Rs. 1-13-0 at Dhaura, Rs. 1-8-0 at Katni, and Rs. 3-0-0 at Itársi.

The quality of Umaria, Jherriah and Sanctoria coal was inferior; Gourangdih coal was good. Bhuggutdee, Barmundia and Mohpáni coal were used in small quantities for trial, but the quality was not satisfactory.

North Western State railway system (standard gauge).

9. The fuel used on the different sections of the system was obtained from the following sources:

Between Ghaziabad and Peshawar, Lahore and Montgomery, on the Rájpura-Bhatinda and Pathánkot branches, Bhatinda to Delhi on the Southern Punjab railway and between Kurrachee and Kotri.	Gourangdih coal supplied by the Barákar Coal Company by contract at Rs. 2-8-0 and Rs. 3-4-0 per ton and rubble at Rs. 1-12-0 per ton delivered into wagons at Gourangdih station. Jherriah coal at Rs. 2-8-0 per ton delivered into wagons at Jherriah station. Anthracite "A" seam steam coal, supplied by the Borreah Coal Company at Rs. 2-12-0 per ton delivered into wagons at Sitarámpur station (Salanpur siding). Borreah coal supplied by the new Beerbhoom Coal Company at Rs. 3-0-0 per ton delivered into wagons at Sitarámpur station (Borreah siding).
Exclusively on the Sind-Sagar railway between Sher Shah and Lála Músa, on the Mári-Attock railway and on the Siálkot, Lyallpur and Pathánkot branches. Partly between Rawalpindi, Khusálgarh and Peshawar and between Lála Músa and Phillour on goods trains. Occasionally between Lahore and Montgomery.	Dandot coal supplied from Dandot and Bhaganwala Government collieries at Rs. 10-0-0 and Rs. 12-0-0 per ton delivered into wagons at Kalapani and Haranpur stations.
On the Sind-Pishin and Mushkaf-Bolan railways (Ruk to Chaman).	Khost coal supplied from Khost Government mines at Rs. 18-0-0 per ton delivered into wagons at Khost station.
On the Sind-Pishin and Mushkaf-Bolan railways (Sibi to Chaman).	Patent fuel made of Khost slack pressed under contract, and issued at Rs. 18-0-0 per ton delivered into wagons at Quetta station.
Between Lála Músa and Peshawar, including Khusálgarh branch. Occassionally between Lála Músa and Haranpur.	Patent fuel made of Dandot slack pressed in Government factory at Haranpur at Rs. 16-0-0 per ton delivered into wagons at Haranpur station.
Between Kurrachee and Kotri, and also in small quantities on the Sind-Pishin and Mushkaf-Bolan railways. Partly between Montgomery and Rawalpindi.	English coal supplied from England through Messrs. Forbes, Forbes and Co., delivered into wagons at Kiámári at an average rate of Rs. 17-13-3 per ton and through the agency of the India Office, delivered into wagons at Kiámári at an average rate of Rs. 20-9-2 per ton.
In small quantities on the Sind-Pishin and Mushkaf-Bolan railways.	English patent fuel supplied from England through Messrs, Forbes, Forbes and Co., delivered into wagons at Kiámári at an average rate of Rs. 24-0-7 per ton.
Between Montgomery and Kotri, between Rohri and Gidu on the Kotri-Rohri railway, between Gidu and Shadipalli on the Hyderabad-Shadipalli railway, between Samásata and Bhatinda on the Southern Punjab railway, and partly on the Amritsar-Pathánkot branch.	Firewood supplied from Bahawalpur State between Reti and Samásata at Rs. 50 per 1,000 cubic feet, from Punjab forests between Kot Radhá Kishn and Gálawála and at Mahmúd Kot, Bhera, Miani, Hariah, Sukheke, Bakhshan Khan and Toba Tek Singh stations at Rs. 56-10-8 and Rs. 60 per 1,000 cubic feet, from Sind forests between Reti and Kotri, including Ruk to Jacobabad, at an average rate of Rs. 45 per 1,000 cubic feet, from Khairpur State between Rohri and Setharja at Rs. 45 and Rs. 42 per 1,000 cubic feet. Firewood supplied by contractors between Chichawatni and Kassowál stations, at Rs. 55 per 1,000 cubic feet, between Gurdáspur and Pathánkot, at Rs. 28 per 100 maunds, between Tátipur and Harappa, at Rs. 55 and Rs. 59 per 1,000 cubic feet, between Rojhanwali and Sheikhwahan, at Rs. 56 per 1,000 cubic feet and between Sher Shah and Leiah and Gházi Ghát, at Rs. 49 and Rs. 53 per 1,000 cubic feet and between Malakwál and Bhera stations, at Rs. 78-8-0 per 1,000 cubic feet. Firewood supplied by the Deputy Commissioner at Shadipalli station at Rs. 50 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were:

	Tons.
English coal	29,316
Bengal coal	81,092
Dandot coal	50,270
Khost coal	6,920
English patent fuel	452
Dandot patent fuel	4,346
Khost patent fuel	2,250
Firewood	145,008

Oudh and Rohilkhand State railway (standard gauge).

10. The description and quantities of fuel used on this line were Giridíh steam coal, 41,008 tons, Jherriah coal, 15,850 tons and Borreah coal, 20 tons for experimental purposes.

Giridíh coal was purchased at Rs. 3-8-0 per ton, delivered into wagons at Giridíh; and Jherriah coal at Rs. 2-12-0 and Rs. 3-4-0 per ton, delivered into wagons at Jherriah; and Borreah coal at Rs. 3-4-0 per ton, delivered into wagons at Barákar. The supply under all the contracts was of fairly good quality and the arrangements for delivery were satisfactory.

Eastern Bengal State railway system (standard, metre and special gauges).

11. The different descriptions of fuel used on the different sections were :

On the Eastern (Calcutta to Goalundo and branches), and Southern (Calcutta to Port Canning and Diamond Harbour, including Budge-Budge branch) sections.	Gourangdih coal at Rs. 2-12-0 per ton, delivered into wagons at Sitarampur and Khairabad. Salanpur coal at Rs. 2-12-0 per ton, delivered into wagons at Salanpur siding. Poniati coal at Rs. 3-0-0 per ton, delivered into wagons at Domohani.
On the Northern (Sára Ghât to Siliguri and branches), Behar (Manihari Ghât to Dinagepore and Katihár to Ancharé ghât, including Brahmaputra-Sultanpur branch railway) and Kaunia-Dharllá sections.	Gourangdih and Salanpur coal.
On the Dacca (Náráyanganj to Mymensingh, including Mymensingh-Jamálpur-Jagannathganj railway) section.	Salanpur coal. Assam coal at Rs. 10-0-0 per ton delivered into wagons at Náráyanganj.

The quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	86,195
Assam coal	1,654

The coal supplied under all the contracts was of good quality, and the arrangements for delivery were satisfactory.

East Coast State railway system (standard gauge).

12. The descriptions of coal used and the rates at which they were purchased were :

33,678 tons of Singareni, uncreened, delivered into wagons at pit's mouth at Yellandu at Rs. 4-12-0 per ton.
3,569 tons of Bengal (Sanctoria) coal, delivered into wagons at Barang at Rs. 9-4-0 per ton.

Great Indian Peninsula railway system (standard gauge).

13. The descriptions of coal used on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására).	English, Singareni unscreened, and Bengal sea-borne.
On the Bhore Ghât (Karjat to Lonávla)	Singareni unscreened and Bengal sea-borne.
On the Thul Ghât (Kására to Igatpuri)	English, Singareni unscreened, and Bengal sea-borne.
On the south east line (Lonávla to Ráichúr)	Singareni unscreened and Bengal sea-borne.
On the Dhond-Manmád section	Singareni unscreened.
On the north-east line (Igatpuri to Nándgaon)	Warora, Singareni unscreened, and Bengal sea-borne.
On the north-east line (Nándgaon to Bhusaval)	Warora, Nerbudda, Singareni unscreened, Umaria, Sanctoria and Bengal sea-borne.
On the north-east line (Bhusaval to Khandwa)	Nerbudda, Warora and Sanctoria.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda, Umaria, large and nuts, and Sanctoria.
On the Nágpur Bhusaval section	Sanctoria, Warora and Singareni unscreened.
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amráoti section	Sanctoria and Singareni unscreened.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. Rs. A.	
English	197	18 8 to 19 8	Into boats at Bombay.
Bengal sea-borne	43,451	12 12 to 14 8	Into boats at Bombay.
Singareni, unscreened	107,384	4 4	Into wagons at Yellandu.
Nerbudda	13,998	5 12 and 6 0	Into wagons at Mohpáni.
Warora	60,202	4 8	Into wagons at pit's mouth.
Sanctoria	20,382	3 6	Into wagons at pit's mouth.
Umaria, large	14,665	4 0	Into wagons at pit's mouth.
Umaria, nuts	10	2 2	Into wagons at pit's mouth.
Firewood	2,001	4 6 to 8 6	At several stores depôts.

Bombay, Baroda and Central India railway system (standard gauge).

14. The descriptions and quantities of fuel used on the railway system were:

	Tons.
English coal	25,708
Bengal coal	51,877
Singareni coal	1,165
Japanese coal	504
Liquid fuel	77
Firewood	1,885

The different descriptions of English coal used were Ferndale, Powell Duffryn, Nixon's Navigation and Watson's Hartley.

The average price per ton of English coal was Rs. 19-11-10; of Bengal coal, Rs. 15-3-5; and of Japanese coal, Rs. 13-4-0, delivered into boats in Bombay. The rate paid for Singareni coal was Rs. 12-10-3 per ton, delivered into wagons at Dádar Junction; and for liquid fuel, Rs. 25-0-0 per ton, delivered into tank wagons in Bombay. Firewood was supplied by the Company's Engineering department and by contractors at an average rate of Rs. 4-0-10 per ton.

The coal supplied under all the contracts was of good quality and the arrangements for delivery were satisfactory.

Madras railway system (standard gauge).

15. The descriptions of fuel chiefly used on the different sections of the railway were as follows:

Section.	Description of fuel used.
Madras-Jalarpet	Gourangdih coal at Rs. 13-0-0 per ton, carried from Calcutta by sea and delivered at Rayapuram.
Nandalúr-Ráichúr	Singareni coal at Rs. 11-14-11 per ton, delivered into wagons at Rayapuram and Rs. 13-6-0 per ton, delivered and stacked in the yard at Ráichúr.
Madras-Nandalúr	
Jalarpet-Bangalore	Singareni coal. Firewood from Rs. 3-7-6 to Rs. 6-8-0 per ton.
Jalarpet-Calicut	
Bowringpet-Marikuppam	

A small quantity of patent fuel was purchased at Rs. 28-9-0 per ton, carried by sea from Newport and delivered at Rayapuram, and of crude oil at Rs. 25 per ton delivered at Rayapuram.

The coal supplied under all contracts has been of fairly good quality and the arrangements for delivery were satisfactory.

A series of experiments were made as to the possibility of introducing crude petroleum as imported from Borneo by the Shell Company. One engine was fitted up with Holden's oil injectors and worked for some 9,266 miles, the general result being that, although the calorific value of the oil was considerably higher, roughly as 2 to 1, than the Singareni coal with which it was competing, the difference was not so great as to enable the oil to be economically used unless it could be delivered at a price much below that at which the Shell Company expressed themselves able to supply it.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	4,890
Singareni coal	38,553
Patent fuel	37
Liquid fuel	112
Firewood	86,212

The Nizam's Guaranteed State railway system (standard gauge).

16. The description of fuel used on this line was Singareni unscreened coal (27,675 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8 per ton, delivered at pit's mouth at Yellandu, and has been of good quality. The arrangements for delivery were satisfactory.

Bengal and North-Western railway system (metre gauge).

17. Kurhurbaree coal was exclusively used on the Tirhoot section on the Ganges-Gogra Doab lines and on the section east of Gorakhpur, and coal and firewood on the remaining portion of the line.

The rate paid for coal was Rs. 4-0-0 per ton, delivered into wagons at Giridíh; and for wood from the Forest department Rs. 3-13-0 per ton, delivered into wagons at Bridgmanganj.

The actual quantities of coal and wood used were:

	Tons.
Bengal coal	40,470
Firewood	10,670

Rajputana-Malwa railway system (metre gauge).

18. The descriptions of fuel used on the different sections of the system were as follow:

Between Agra, Bándikui, Ajmer and Delhi	Giridíh, Gourangdih, Deshergarh, Jherriah, Kustori Jherriah, Sejooah, Bengal Jherriah, Muir Navigation, Dhanbaid Jherriah, Japanese and English coal.
Between Ajmer and Sábarmati	Gourangdih, Deshergarh, Jherriah, Muir Navigation, Japanese and English coal.
Between Ajmer and Khandwa	Gourangdih, Jherriah, Kustori Jherriah, Singareni, Sejooah, Bengal Jherriah, and Jardine's Navigation coal.
Between Rewári and Sirsa	Giridíh, Deshergarh, Jherriah, Kustori Jherriah, Sejooah, Seebpore, Bengal Jherriah and English coal.
Between Achnera and Cawnpore	Giridíh, Deshergarh, Jherriah, Kustori Jherriah, Sejooah, Bengal Jherriah and Dhanbaid Jherriah.

The actual quantities of the different descriptions of fuel, the rates at which they were purchased and the places of delivery are given below:

Description of fuel.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. P.	
English	19,590	18 2 0	In Bombay harbour.
Kurhurbaree	2,789	2 4 0	Into wagons at Giridíh.
Jherriah	19,737	2 6 0	Into wagons at Kustori.
	23,319	3 0 0	At Kátrásgarh.
Gourangdih	11,346	12 13 0	In Bombay harbour.
Seebpore	131	3 0 0	Into wagons at Ásansol.
Deshergarh	3,926	13 2 0	In Bombay harbour.
	6,641	4 13 0	At pit's mouth.
Sejooah	9,607	2 4 0	Into wagons At Kátrásgarh.
Goluckdihi	498	3 0 0	At Kátrásgarh.
Jardine's Navigation	722	13 10 0	In Bombay harbour.
Muir Navigation	1,982	13 10 0	In Bombay harbour.
Singareni	1,383	16 2 0	At Khandwa.
Japanese	958	13 4 0	In Bombay harbour.
Firewood	2,054	5 0 0 Per 100 cubic feet	Over the whole line.

Southern Mahratta railway system (metre gauge).

19. The description of fuel chiefly used on the several sections of the railway system is shown below:

On the Harihar-Nanjangúd section. On the Birur-Shimoga section. On the main line (Gadag to Bezwáda). On the Guntakal-Hindupur section. On the Bijápur branch (Gadag to Hotgi). On the Poona branch (Poona to Miraj). On the Poona branch (Miraj to Londa).	Singareni unscreened coal at Rs. 5-0-0 per ton, delivered into wagons at the colliery.
On the Kolhápur-Miraj section. On the main line (Castle Rock to Gadag). On the Harihar branch (Hubli to Haribar).	Firewood at Rs. 4-1-3 per ton, delivered in stack at contract depôts.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Singareni unscreened coal	36,842
Firewood	34,978

The coal and wood supplied were of good quality and the arrangements for delivery were satisfactory.

South Indian railway system (metre gauge).

20. The coal used on the different sections of the line was obtained from the following sources :

Throughout the system . . . Barákar coal from the Zoyabad colliery at Rs. 13-6-0 per ton, delivered at Negapatam, Tuticorin, Cuddalore and Madras.

On the Dharmavaram Gudur section . Singareni coal at Rs. 11 per ton delivered at Gudur, Pakala and Dharmavaram.

Firewood was purchased at Rs. 5 and Rs. 4-8-0 per ton from the Forest department and at Rs. 4-12-0 and Rs. 4-4-0 per ton from contractors.

The arrangements for the delivery of coal were satisfactory.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	42,625
Singareni coal	6,941
Firewood	12,402

Assam-Bengal railway (metre gauye).

21. Borreah coal (8,847 tons) supplied by the new Beerbhoom Coal Company was used over the Chittagong section, and Assam coal (1,147 tons) supplied by the Assam Railways and Trading Company on the Gauhati branch. Borreah coal was purchased at Rs. 8 and Rs. 8-12-0 per ton, delivered into wagons at Chandpur; and Assam coal at Rs. 16-4-0 per ton, delivered into wagons at Gauhati. The quality and the arrangements for delivery were satisfactory.

Burma railways (metre gauge).

22. Welsh, Bengal and Burma coal and firewood were chiefly used on the Sittang and Mandalay lines; Bengal and Burma coal and firewood on the Mu Valley line and Welsh and Bengal coal on the Irrawaddy line.

The rates at which they were purchased were as follows :

Bengal coal of various kinds at an average rate of Rs. 12-14-1 per ton, delivered at Rangoon.

Thingadaw (Burma) coal at an average rate of Rs. 9-8 per ton, delivered at Mandalay.

Firewood at an average rate of Rs. 2-7-8 per 100 cubic feet, delivered at various depôts in Upper and Lower Burma.

Small quantites of Welsh coal at an average rate of Rs. 40 per ton, delivered at Rangoon.

The actual quantites of the different descriptions of fuel used were :

	Tons.
Welsh coal	694
Bengal coal	40,029
Burma coal	6,566
Firewood	30,105

Rohilkund and Kumaon railway system (metre gauge).

23. Wood fuel was chiefly used between Lucknow and Mailáni, between Mailáni and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káthgodám on the company's section of the line.

The rate paid for wood fuel was Rs. 3-0-8 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 4-0-0 per ton, delivered into wagons at Giridíh.

The quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	272
Firewood	14,610

Jodhpur-Bikaner railway (metre gauge).

24. Giridíh coal (8,350 tons) was used on both the Jodhpur and Bikaner sections; and Barákar coal (601 tons) on the Jodhpur section only. The rate paid for Giridíh coal was Rs. 4-0-0 per ton for 1,000 tons and Rs. 3-8-0 for the balance, delivered into wagons at Giridíh; and the rate for Barákar coal was Rs. 4-0-0 per ton, delivered into wagons at Gourangdih.

Bhávnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

25. The descriptions of fuel used on the system were:

	Tons.
English coal	4,006
Bengal coal	3,343
Wood	84

The price per ton of English coal was Rs. 25-0-0 and of Bengal coal Rs. 17-0-0, delivered into wagons at the Bhávnagar docks. Firewood was supplied by the stores department at Rs. 12-0-0 per ton, delivered at Bhávnagar Para and Jetalsar.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1899.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDÍH (KURHURBÁREE) BEST STEAM COAL. (a)				Average cost per ton in terms of Giridíh (Kurhurbaree) best steam coal.	Average lead.	
						Total quantity.	Per train-mile.	Per engine mile.	Per 1,000 gross ton-miles.			
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.		Miles.
I	EAST INDIAN . .	Bengal coal and coke . .	412,376	2·06	0·92	412,376	62·37	50·82	167·41	2·06	Bengal, Coke,	243·22 206·00
II	BENGAL CENTRAL .	Bengal coal . . .	9,264	6·24	2·26	7,414	40·49	36·64	173·62	7·80	Bengal,	180·47
III	BENGAL-NÁGPUR .	Bengal and Umaria coal; but principally Bengal coal ..	60,955	3·42	1·45	54,382	52·33	47·21	135·46	3·83	Bengal, Umaria,	270·22 3·57
IV	INDIAN MIDLAND .	Umaria, Bengal and Mohpáni coal and wood; but principally Umaria coal . .	78,128	7·44	4·08	57,448	56·43	48·91	170·82	10·12	Umaria, Bengal, Mohpáni, Wood,	262·19 691·83 104·74 83·60
XI	NORTH WESTERN STATE	English, Bengal, Dandot and Khost coal; also patent fuel and wood	240,562	13 61	5·11	214,950	46·91	41·39	136·36	15 24	See foot-note (*b*).	
XIII	OUDH AND ROHILKHAND STATE.	Bengal coal . . .	56,878	9·62	2·85	55,291	40·40	34·58	132·04	9·89	Bengal,	525·06
XIV	EASTERN BENGAL STATE	Bengal coal . . .	56,305	5·02	2·25	41,400	46 20	32 62	143·37	6 83	...	
XVI	EAST COAST STATE .	Bengal and Singareni coal; but principally Singareni coal	37,247	7·32	2·93	31,838	47·86	43·54	154·60	8·56	Singareni, Bengal,	237·78 52·42
XVII	GREAT INDIAN PENINSULA.	English, Warora, Umaria, Bengal, Nerbudda, Sanctoria and Singareni coal and wood	261,090	8·78	3·88	199,096	47·17	41·42	152·27	11·52	See foot-note (*c*).	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	English, Bengal and Singareni coal and liquid fuel and wood	80,086	16 93	6·90	81,294	57·84	49·76	150·63	16·70	English, Bengal, Singareni, Wood,	102·84 192·00 320·77 150·00
XIX	MADRAS . . .	Bengal and Singareni coal and patent and liquid fuel and wood . . .	72,329	13·49	5·62	63,041	52·38	43·36	182·94	15·04	Wood,	16·79
XXXI	THE NIZAM'S GUARANTEED STATE.	Singareni unscreened coal .	27,675	4·60	2·14	25,184	59·17	51·57	149·22	5·05	Singareni,	105·30
	METRE GAUGE.											
XXXIX	BENGAL AND NORTH-WESTERN . .	Bengal coal and wood; but principally Bengal coal .	44,738	6·08	1·54	44,738	35·48	30·18	186·89	6·08	Bengal, Wood,	293·68 89·55
XLI	RAJPUTANA-MALWA .	English, Bengal, Singareni and Japanese coal and wood; but principally Bengal coal .	103,450	16·65	4·24	104,041	35·89	31·33	154·24	16·56	English, Bengal, Singareni, Japanese,	588·13 785·96 94·76 372·17
XLIII	SOUTHERN MAHRATTA .	Singareni coal and wood .	53,302	7·84	2·32	44,418	34·45	30·61	179·66	9·41	Singareni, Wood,	469·00 68·00
XLVI	SOUTH INDIAN . .	Bengal and Singareni coal and wood	53,886	13·00	3·33	45,647	30·11	26 12	190·22	15·35	Bengal, Singareni, Wood,	46·68 77·89 43·66
XLVIII	ASSAM-BENGAL . .	Bengal and Assam coal .	9,994	9 53	2·49	8,994	32·96	28·07	129 37	10·59	Bengal,	89·63
XLIX	BURMA . . .	Bengal, Burma and English coal and wood . . .	58,729	12·08	3·85	53,216	40·46	33·38	207·77	13·33	Bengal, Burma, English,	104·06 106·72 79·99
L	EASTERN BENGAL STATE—											
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2' 6" gauge, branch).	Bengal coal . . .	27,307	5·82	1·49	20,602	27·10	21·56	147·80	7·71	...	
	DACCA SECTION . .	Bengal coal . . .	4,237	6·98	1·69	3,768	30·09	23·79	236·23	7·85	...	
LVI	ROHILKUND AND KUMAON	Bengal coal and wood; but principally wood . .	6,116	8·28	1·40	6,116	23 62	19·46	139·91	8·28	Bengal, Wood,	669·68 52·43
LXXII	JODHPUR-BIKANER—											
	JODHPUR SECTION	Bengal coal . . .	8,199	20·96	5·54	8,139	36 73	34·62	176·63	21·11	Bengal,	998·57
	BIKANER SECTION	Bengal coal . . .	752	21·16	3·26	752	21·64	21·10	149·27	21·16	Bengal,	973·62
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.	English and Bengal coal and wood	7,383	22 45	4·31	8,050	29·34	27·24	174·89	20 59	English, Bengal,	28·35 114·94

(a) The actual quantity of coal consumed by each railway has been converted in terms of Giridíh (Kurhurbaree) best steam coal by using the equivalent (s) adopted by that railway as exhibited in the statement on the next page.

(b)
Bengal	1,000·00
Dandot	111·00
English	414·00
Khost	86·00
Patent fuel, Khost	12·00
Patent fuel, English	617 00
Patent fuel, Dandot	96·00
Wood	50·00

(c)
Nerbudda	188·26
Umaria, large	222·96
Umaria, screened	218·00
Warora	212·71
Sanctoria	735·30
Singareni, unscreened	503 99
Bengal, sea-borne	53·14
English coal purchased locally	56·08

Statement showing the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Classification No.	Railway (including lines worked).	Standard Giridih (Kurhurbaree) best steam coal.	Description of fuel.																															
			English coal.	Patent fuel.			Bengal coal.															Bengal sea-borne coal.	Singareni coal.		Umaria coal.	Warora coal.	Nerbudda coal.	Mohpani coal.	Dandot coal.	Khost coal.	Assam coal.	Burma (Thingadaw coal).	Wood.	Liquid fuel.
				English.	Khost.	Dandot.	Sanctoria.	Sikarampur.	Beerbhoom.	Barakar.	Gourangdih.	Barmundia.	Salanpur.	Bhuguldee.	Jamuria.	Poniati.	Giridih.	Kátrás, Jherriah.	Borreah.	Dhadka.	Kustori.		Screened.	Unscreened.										
	STANDARD GAUGE.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons.	Tons
II	Bengal Central	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·25	1·25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nágpur	1·00	...	...	...	...	1·11	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·25	...	...	...	...	...	...	...	...	...	...
IV	Indian Midland	1·00	...	...	...	...	1·11	...	...	...	1·11	1·11	...	1·11	...	...	...	1·11	...	...	...	...	...	1·49	...	...	1·49	...	...	...	...	3·00	...
XI	North Western State	1·00	0·90	0·80	1·28	1·56								1·11								...	...	...	...	...	...	1·56	1·28	...	...	2·22	...
XIII	Oudh and Rohilkhand State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	1·11	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIV	Eastern Bengal State	1·00	...	...	...	...	...	...	...	...	1·39	...	1·28	...	...	1·25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVI	East Coast State	1·00	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·18	...	...	...	...	...	...	...	...	...	...	...
XVII	Great Indian Peninsula	1·00	0·80	...	...	...	1·11	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	1·11	...	1·25	1·25	1·79	1·52	...	...	...	...	2·50	...
XVIII	Bombay, Baroda and Central India	1·00	0·80	...	...	...								1·11									1·05	...	...	...	...	...	...	...	...	2·50	0·50
XIX	Madras	1·00	...	0·80	...	...	...	...	...	...	1·27	...	...	...	...	...	...	1·15	...	...	...	...	1·27	...	...	...	...	...	...	...	...	3·00	2·22
XXXI	The Nizam's Guaranteed State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·10	...	...	...	...	...	...	...	...	...	...	...
	METRE GAUGE.																																	
XXXIX	Bengal and North-Western	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2 50	...
XLI	Rajputana-Malwa	1·00	0·80	...	...	...								1·00	and	1·12							1·12	...	...	...	...	...	...	...	...	2·50	...
XLIII	Southern Mahratta	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	...	2·55	...
XLVI	South Indian	1·00	...	...	...	...	...	...	...	1·14	...	...	...	...	...	...	...	...	...	...	...	...	1·82	...	...	...	...	...	...	...	...	2·13 and 2·94	...
XLVIII	Assam-Bengal	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	1·11	...	...	...	...
XLIX	Burma	1·00	0·79	...	...	...	...	...	1·18	...	...	...	...	...	...	...	...	...	...	...	1·08	...	...	...	...	...	...	...	...	...	1·56	2·63	...
L	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge, branch)	1·00	...	...	...	...	...	...	...	...	1·39	...	1·28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dacca section	1·00	...	...	...	...	...	...	...	...	...	...	1·28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·94	...	...	...
LVI	Rohilkund and Kumaon	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2·50	...
LXXII	Jodhpur Bikaner	1·00	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1·00	0·80	...	...	...								1·11									...	...	...	...	...	...	...	...	...	2·50	...

CHAPTER XII.

Persons employed.

Numbers employed.

Statement No. 40 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1899.

The following is a summary of the figures :

Year ending.	Number of employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
Standard gauge.						
31st December 1898 (*a*)	3,918	4,734	217,898	226,550	13,462·34	1,942
31st December 1899 (*b*)	4,189	5,135	243,511	252,835	14,356·24	2,062
Metre gauge.						
31st December 1898 (*c*)	1,049	2,202	78,802	82,053	7,988·09	1,172
31st December 1899 (*d*)	1,073	2,243	82,708	86,024	8,458·06	1,249
Total 31st December 1898	4,967	6,936	296,700	308,603	21,450·43	3,114
Total 31st December 1899	5,262	7,378	326,219	338,859	22,814·30	3,311

(*a*) Including the metre and special gauge sections of the Eastern Bengal State railway, 32¾ miles of the Mymensingh-Jamálpur-Jagannathganj railway, Cawnpore-Burhwal (metre gauge link) and the mixed gauge of the East Coast State railway.

(*b*) Including the metre and special gauge sections of the Eastern Bengal State railway, Brahmaputra-Sultanpur and Mymensingh-Jamálpur-Jagannathganj railways, Cawnpore-Burhwal (metre gauge link), Nílgiri and Hyderabad-Gódávari Valley railways and the mixed gauge of the East Coast State railway.

(*c*) Excluding the West of India Portuguese, metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Burhwal (metre gauge link), and 74·73 miles of the Assam-Bengal railway temporarily closed on account of earthquake, but including the metre gauge mileage of the East Coast State railway.

(*d*) Excluding the West of India Portuguese, metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Burhwal (metre gauge link), Nílgiri, Brahmaputra-Sultanpur, Mymensingh-Jamálpur-Jagannathganj and Hyderabad-Gódávari Valley railways, but including the metre gauge mileage of the East Coast State railway.

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 6·92 per cent. on the standard gauge and of 2·29 per cent. on the metre gauge lines. East Indians show an increase of 8·47 per cent. on the standard gauge and of 1·86 per cent. on the metre gauge lines; and Natives an increase of 11·75 per cent. on the standard gauge and 4·96 per cent. on the metre gauge lines.

The percentage on the total for both gauges shows an increase under all classes as follows:

	Increase per cent.
Europeans	5·94
East Indians	6·37
Natives	9·95

STATEMENT

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF ON 31ST	
		On 31st December 1898.	On 31st December 1899 (see also statement No. 32, Chapter IX).	On 31st December 1898.	On 31st December 1899.	Europeans.	East Indians.
	STANDARD GAUGE.						
	State lines worked by companies.						
I	EAST INDIAN	1,896·72	1,973·90	262	281	1,158	763
II	BENGAL CENTRAL	125·01	125·01	26	26	8	28
III	BENGAL-NAGPUR	1,067·41	1,191·81	120	136	197	359
IV	INDIAN MIDLAND	970·00	1,112·12	118	133	187	158
	State lines worked by the State.						
XI	NORTH WESTERN	3,400·21	3,534·48	433	454	744	600
XIII	OUDH AND ROHILKHAND (*a*)	1,030·36	1,030·36	141	141	154	171
XIV	EASTERN BENGAL (*b*)	860·12	910·05	180	185	224	286
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8·53	4	4	2	11
XVI	EAST COAST	718·66	(*c*) 804·37	117	138	76	302
	Lines worked by guaranteed companies.						
XVII	GREAT INDIAN PENINSULA	1,491·31	1,491·32	218	218	708	658
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	685·62	789·06	116	124	226	184
XIX	MADRAS (*d*)	857·68	880·29	164	164	169	1,006
	Line owned by native state and worked by company.						
XXXI	THE NIZAM'S GUARANTEED STATE	(*e*) 350·71	(*e*) 504·94	43	58	65	208
	TOTAL STANDARD GAUGE	13,462·34	14,356·24	1,942	2,062	3,918	4,734

No. 40.

(open lines only) on the 31st December 1899 as compared with the previous year.

SERVANTS EMPLOYED.						Classification No.	Remarks.
December 1898.		On 31st December 1899.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
49,109	51,030	1,304	823	59,418	61,545	I	
1,348	1,384	12	21	1,397	1,430	II	
10,553	11,109	237	425	14,499	15,161	I	
8,337	8,682	198	163	9,286	9,647	IV	
44,096	45,440	708	629	46,903	48,240	XI	
14,612	14,937	180	181	14,991	15,352	XIII	(*a*) Including the Cawnpore-Burhwal (metre gauge link).
17,251	17,761	284	320	18,849	19,453	XIV	(*b*) Including the figures of the metre and special gauge sections; and of the Mymensingh-Jamálpur-Jagannathganj and Brahmaputra-Sultanpur railways in the figures for 1899.
495	508	2	12	559	573	XV	
6,085	6,463	96	399	8,992	9,487	XVI	(*c*) Including 2·66 miles (laid on mixed gauge), but excluding 0·33 mile (metre gauge) worked over by the Southern Mahratta railway.
37,638	39,004	680	630	38,733	40,043	XVII	
11,518	11,928	247	291	12,040	12,578	XVIII	
12,997	14,172	171	1,014	13,266	14,451	XIX	(*d*) Including the Nilgiri railway in the figures for 1899.
3,859	4,132	70	227	4,578	4,875	XXXI	(*e*) Excluding 2·19 miles (Trimulgherry branch) used for military traffic only, but including the Hyderabad-Godávari Valley railway in the case of 1899.
217,898	226,550	4,189	5,135	243,511	252,835		

STATEMENT

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
						On 31st	
		On 31st December 1898.	On 31st December 1899 (see also statement No. 32, Chapter IX).	On 31st December 1898.	On 31st December 1899.	Europeans.	East Indians.
	METRE GAUGE.						
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH WESTERN—						
	TIRHOOT SECTION	928·05	1,084·80	154	181	151	110
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	1,838·44	1,836·97	256	264	386	509
XLIII	SOUTHERN MAHRATTA	1,553·54	(a)1,592·26	208	215	191	441
XLVI	SOUTH INDIAN	1,094·12	1,106·77	163	166	105	630
XLVIII	ASSAM-BENGAL	304·52	434·66	48	65	24	69
XLIX	BURMA (b)	936·13	993·34	154	164	121	398
	Assisted companies.						
LIII	DEOGHUR	4·79	4·79	2	2	...	...
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION).	285·09	285·09	46	47	26	14
LVIII	BENGAL-DOOARS (c)	36·40	36·40	10	10	2	3
LIX	DIBRU-SADIYA	85·00	85·00	17	17	9	...
	Lines owned and worked by native states.						
LXXII	JODHPUR-BIKANER	406·00	475·50	43	47	3	2
LXXIII	UDAIPUR-CHITOR	60·83	67·30	7	7	2	1
LXXIV	BHÂVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.	455·18	455·18	64	64	29	25
	TOTAL METRE GAUGE	7,988·09	8,458·06	1,172	1,249	1,049	2,202
	TOTAL STANDARD AND METRE GAUGES	21,450·43	22,814·30	3,114	3,311	4,967	6,936

No. 40—*concld.*

(open lines only) on the 31st December 1899 as compared with the previous year—concld.

SERVANTS EMPLOYED.						Classification No.	Remarks.
December 1898.		On 31st December 1899.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
14,119	14,380	147	147	14,160	14,454	XXXIX	
20,708	21,603	424	521	21,815	22,760	XLI	
11,800	12,432	187	412	13,087	13,686	XLIII	(*a*) Including 0·33 mile (metre gauge) of the East Coast State railway worked over by this line.
11,916	12,651	96	604	11,593	12,293	XLVI	
3,302	3,395	43	77	4,201	4,321	XLVIII	(*b*) Excluding Police, which is under the control of the Inspector-General of Police, Burma.
9,124	9,643	113	423	9,594	10,130	XLIX	
56	56	...	...	56	56	LIII	
2,311	2,351	24	15	2,344	2,383	LVI	
311	316	3	1	359	363	LVIII	(*c*) Excluding Agency, Audit and Accounts.
775	784	9	...	941	950	LIX	
1,495	1,500	4	2	1,693	1,699	LXXII	
312	315	2	1	340	343	LXXIII	
2,573	2,627	21	40	2,525	2,586	LXXIV	
78,802	82,053	1,073	2,243	82,708	86,024		
296,700	308,603	5,262	7,378	326,219	338,859		

Provident Institutions.

2. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1899.

STATEMENT No. 41.

Classification No.	RAILWAY.	Number of staff depositing.	Number of depositors. Voluntary.	Number of depositors. Compulsory.	Amount at credit on the 31st December 1899. Voluntary.	Amount at credit on the 31st December 1899. Compulsory.	Amount at credit on the 31st December 1899. Bonus.	Amount at credit on the 31st December 1899. Total.	Remarks.
	STANDARD GAUGE.	No.	No.	No.	Rs.	Rs.	Rs.	Rs	
	State lines worked by companies.								
I	EAST INDIAN	7,570	(a) 5,432	7,570	(b)	(b)	(b)	1,06,32,005	(a) The number under "voluntary" represents subscribers over 5 per cent, and that under "compulsory" subscribers of 5 per cent. only. (b) Not shown separately.
II	BENGAL CENTRAL	279	...	279	...	30,582	8,193	38,778	
III	BENGAL-NÁGPUR	1,679	104	1,679	20,227	2,88,112	1,41,764	4,50,103	
IV	INDIAN MIDLAND	1,731	61	1,731	15,090	4,98,462	41,634	5,55,168	
	TOTAL	11,259	5,597	11,259	(c) 35,317	(c) 8,17,156	(c) 1,91,594	1,16,76,072	(c) Excluding the East Indian railway.
	State lines worked by the State.								
XI	NORTH WESTERN	5,858	273	5,856	58,404	18,76,479	16,41,422	35,76,305	(d) Including the metre and special gauge sections of this railway, and the Cooch Behar, Mymensingh-Jamálpur-Jagannathganj and Brahmaputra-Sultanpur railways.
XIII	OUDH AND ROHILKHAND	1,643	93	1,622	23,455	4,31,450	3,20,558	7,75,463	
XIV	EASTERN BENGAL (d)	(e) 3,562	101	3,240	19,040	7,07,970	6,15,673	13,42,683	
XVI	EAST COAST	1,248	17	1,248	3,295	1,48,605	1,08,686	2,60,586	
	TOTAL	12,311	484	11,966	1,04,194	31,64,504	26,86,339	59,55,037	
	TOTAL STANDARD GAUGE	23,570	6,081	23,225	(c) 1,39,511	(c) 39,81,660	(c) 28,77,933	1,76,31,109	(e) Including 322 security depositors.
	METRE GAUGE.								
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	1,573	7	1,573	6,358	3,33,614	2,84,147	6,24,119	
	COMPANY'S SECTION								
XLI	RAJPUTANA-MALWA	3,320	211	3,318	56,200	10,23,882	8,35,479	19,15,561	
XLIII	SOUTHERN MAHRATTA	2,949	...	2,949	...	5,54,536	2,26,668	(f) 7,81,204	(f) Including Rs. 1,14,940 on account of interest.
XLVI	SOUTH INDIAN	2,068	15	2,053	5,049	4,36,076	2,06,930	6,48,055	
XLIX	BURMA	1,901	8	1,901	7,016	3,38,917	2,43,481	5,89,414	
	TOTAL METRE GAUGE	11,811	241	11,794	74,623	26,87,025	17,96,705	45,58,353	
	Colliery.								
	WARORA COLLIERY	33	5	28	1,050	12,108	7,618	(g) 20,776	(g) Excluding a sum of Rs. 727 on account of security at the credit of two depositors.
	GRAND TOTAL	35,414	6,327	35,047	(c) 2,15,184	(c) 66,80,793	(c) 46,82,256	2,22,10,238	

3. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1900.

Railway Volunteer Corps.

STATEMENT No. 42.

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway . .	(a) 1,974	62	176	1,707	1,945	29	14	...	Jamálpur.	(a) Including 245 non-railway employés.
III	Bengal-Nágpur railway—										
	Bengal-Nágpur Railway Volunteer Rifles . . .	904	31	156	716	903	1	8	2	Nágpur.	
IV	Indian Midland railway—										
	Midland Railway Volunteer Rifles	416	16	48	341	405	11	3	...	Jhánsi.	
XI	North Western State railway—										
	3rd Punjab (North Western State Railway) Volunteer Rifles	1,143	47	129	967	1,143	...	10	2	Lahore.	
XIII	Oudh and Rohilkhand State railway—										
	Oudh Volunteer Rifles . .	270	9	29	228	266	4	3	...	Lucknow.	
	Oudh Volunteer Rifles (Reserve)	14	...	...	14	14	...	1	...	Lucknow.	
	Rohilkhand Volunteer Rifles .	112	3	14	95	112	...	1	...	Moradabad.	
	Oudh Light Horse . . .	1	...	...	1	1	...	...	...	Lucknow.	
	Carried over .	4,834	168	552	4,069	4,789	45	40	4		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1900—contd.

STATEMENT No. 42—*contd.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward .	4,834	168	552	4,069	4,789	45	40	4		
XIV	Eastern Bengal State railway—										
	Active	(*a*) 634	20	69	532	621	13	3	...	Sealdah.	(*a*) Including 40 non-railway employés.
	Reserve	32	1	1	27	29	3	...	...	Rajbári.	
XVII	Great Indian Peninsula railway	961	26	160	773	959	2	10	4	Bombay.	
XVIII	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	638	24	109	502	635	3	5	1	Bombay.	
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles (Reserve) .	45	...	6	39	45	...	...	...	Bombay.	
XIX	Madras railway . . .	957	30	142	751	923	34	9	...	Perambúr.	
XXXI	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles .	211	5	27	179	211	...	1	...	Secunderabad.	
XXXIX	Bengal and North Western railway (*b*)—										(*b*) Including the Tirhoot section.
	Gorakhpur Volunteer Rifles .	(*c*) 410	22	43	344	409	1	6	...	Gorakhpur.	(*c*) Including 113 non-railway employés.
	Gorakhpur Light Horse .	30	2	4	24	30	...	1	1	Gorakhpur.	
XL	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	871	35	115	710	860	11	11	...	Ajmer.	
	Carried over .	9,623	333	1,228	7,950	9,511	112	86	10		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1900—concld.

STATEMENT No. 42—*concld.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward . . .	9,623	333	1,228	7,950	9,511	112	86	10		
XLIII	Southern Mahratta railway .	821	21	84	713	818	3	6	...	Hubli.	
XLVI	South Indian railway—										
	South Indian Railway Volunteer Rifle Corps . . .	742	24	93	605	722	20	7	...	Negapatam.	
XLIX	Burma railways . . .	670	15	46	594	655	15	9	2	Rangoon.	
LVI	Rohilkund and Kumaon railway (Company's section) —										
	Rohilkund Volunteer Rifles .	28	...	1	27	28	...	1	...	Bareilly.	
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company	(a) 65	1	6	56	63	2	1	...	Jetalsar.	(a) Including 13 non-railway employés.
LXXXVI	Darjeeling-Himalayan railway—										
	Northern Bengal Mounted Rifles, "A" and "B" Troops	14	1	2	11	14	...	1	...	Kurseong.	
XCIX	Morvi railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company.	2	...	...	2	2	...	...	...	Jetalsar.	
	TOTAL .	11,965	395	1,460	9,958	11,813	152	111	12		

4. Statement No. 43 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines), and the amount of compensation payments made during 1899 on account of thefts.

STATEMENT

Strength and cost of the police force on the standard and metre gauge railways (open

Classification No.	Railway, including branch lines worked.	Subordinate officers.	Constables and men.	Portion of the total annual	
				Supervision.	Constables and men.
	STANDARD GAUGE.	Average No.	Average No.	Rs.	Rs.
	State lines worked by companies.				
I	EAST INDIAN	32	1,609	40,514*	1,13,904
II	BENGAL CENTRAL (*a*)	9	18	1,036	1,318
III	BENGAL-NÁGPUR	7	318	9,302	23,379
IV	INDIAN MIDLAND	30	252	17,809	19,249
VI	GODHRA-RUTLAM-NÁGDÁ	7	53	1,486	5,945
	State lines worked by the State.				
XI	NORTH WESTERN	261	2,381	...	1,17,371
XII	HYDERABAD-SHADIPALLI	3	41	...	2,218
XIII	OUDH AND ROHILKHAND	2	422	(*b*)1,277	28,287
XIV	EASTERN BENGAL	54	606	570	35,105
XVI	EAST COAST	...	119	...	15,404
	Lines worked by guaranteed companies.				
XVII	GREAT INDIAN PENINSULA (*c*)	21	1,026	41,959	97,847
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	54	440	12,304	45,451
XIX	MADRAS	11	309	12,904	23,241
	Line owned by native state and worked by company.				
XXXI	THE NIZAM'S GUARANTEED STATE	32	179	10,581	18,670
	Line owned by native state and worked by State railway agency.				
XXXVI	RÁJPURA-BHÁTINDA	5	46	...	800
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	5	420	3,842	34,938
	COMPANY'S SECTION (*a*)				
XLI	RAJPUTANA-MALWA (*d*)	146	701	39,554	86,593
XLIII	SOUTHERN MAHRATTA	12	703	15,639	66,455
XLVI	SOUTH INDIAN	...	211	...	(*e*)48,530
XLVIII	ASSAM-BENGAL	2	141	2,439	10,850
XLIX	BURMA	74	350	...	...
	Assisted companies.				
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	11	127	2,979	8,691
LVIII	BENGAL DOOARS	...	9	...	1,216
	Line owned and worked by native state.				
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	25	138	...	...
	TOTAL STANDARD AND METRE GAUGES	803	10,619	2,14,195	8,05,462

* Based on figures given

No. 43.

lines) and the amount of compensation payments due to thefts for the year 1899.

COST BORNE BY THE RAILWAY.*						
Contingencies.	Total cost of force to the railway.	Cost of force to the railway per mean mile worked.	Compensation payments due to the thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Classification No.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.		
21,608	1,79,026	90·86	17,451	2	I	
4,881	7,235	57·88	...	...	II	(a) Although for convenience classed amongst State railways, this line is the property of a company.
3,482	36,163	31·41	64	...	III	
3,326	40,384	36·48	...	...	IV	
474	7,905	56·01	36	...	VI	
8,267	1,25,638	37·55	1,457	...	XI	
...	2,218	37·65	...	...	XII	(b) Represents the pay of one clerk and one inspector.
1,730	31,294	30·89	1,287	1	XIII	
156	35,831	43·08	34,220	21	XIV	
373	15,777	20·05	...	...	XVI	
12,886	1,52,692	102·39	7,785	3	XVII	(c) The cost shown against this railway represents $\frac{1}{10}$ths of the total cost of the police force.
4,824	62,579	135·78	4,032	2	XVIII	
5,093	41,238	47·87	1,668	2	XIX	
1,891	31,142	87·79	...	...	XXXI	
...	800	7·44	11	...	XXXVI	
3,020	41,800	39·87	1,580	1	XXXIX	
3,937	1,30,084	72·85	2,487	...	XLI	(d) Includes only the Mehsána-Viramgam section of the Gaekwar's Mehsána railway, as this is the only section on which the police force is paid by the railway.
5,129	87,223	55·92	2,577	3	XLIII	
...	48,530	44·70	745	1	XLVI	(e) Including Rs. 36,035, being cost of Government supervision.
914	14,203	34·35	...	...	XLVIII	
...	82,322	87·25	171	...	XLIX	
1,464	13,134	46·78	452	...	LVI	
61	1,277	35·08	...	...	LVIII	
...	35,134	77·19	270	1	LXXIV	(f) Figures taken from the Revenue Accounts, which include Rs. 7,226 on account of railway magisterial charges.
86,516	12,23,629	57·14	76,293	2		

in the Revenue Accounts.

CHAPTER XIII.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the year 1899 :—

STATEMENT No. 44.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Number of locomotives on the lines on 31st December 1898.	Number added during 1899. *	Average number of locomotives in use during 1899.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN . . .	643	95	706	17,975,690	25,461	69·76	
II	BENGAL CENTRAL . . .	23	1	22	438,417	19,928	54·60	
III	BENGAL-NÁGPUR . . .	118	21	123	2,580,517	20,980	57·48	
IV	INDIAN MIDLAND . . .	125	7	132	2,630,995	19,932	54·61	
	State lines worked by the State.							
XI	NORTH WESTERN . . .	640	12	602	11,632,842	19,319	52·93	
XIII	OUDH AND ROHILKHAND .	169	3	165	3,581,696	21,672	59·37	
XIV	EASTERN BENGAL . . .	104	9	113	2,842,498	25,155	68·92	
XVI	EAST COAST . . .	71	6	72	1,638,161	22,623	61·98	
	Lines worked by guaranteed companies.							
XVII	GREAT INDIAN PENINSULA .	605	...	605	10,767,697	17,798	48·76	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA . . .	174	(a)—2	171	3,659,217	21,337	58·46	(a) Twelve added but fourteen withdrawn during 1899.
XIX	MADRAS	168	...	164	3,256,869	19,859	54·41	
	Line owned by native state and worked by company.							
XXXI	THE NIZAM'S GUARANTEED STATE	50	4	54	1,093,926	20,258	55·50	

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 44—*concld.*

Classification No.	RAILWAY (INCLUDING LINES WORKED.)	Number of locomotives on the line on 31st December 1898.	Number added during 1899 *	Average number of locomotives in use during 1899.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem.*	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN.							
	TIRHOOT SECTION . .	155	...	150	3 320,684	22,138	60·65	
	COMPANY'S SECTION . .							
XLI	RAJPUTANA-MALWA . .	418	6	422	7,438,240	17,625	48·29	
XLII	SOUTHERN MAHRATTA . .	(*a*) 219	..	183	3,250,028	17,755	48·64	(*a*) Includes the tender of one condemned engine.
XLVI	SOUTH INDIAN . . .	208	...	204	3,913,902	19,140	52·44	
XLVIII	ASSAM-BENGAL. . . .	53	...	48	717,867	14,956	40 97	
XLIX	BURMA	150	20	137	3,571,299	25,973	71·16	
	State lines worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kamla-Dhariia, 2′ 6″ gauge, branch) . . .	72	10	80	2,096,003	24,403	66·86	
	DACCA SECTION . .	12	3	15	296,410	19,761	54·14	
	Assisted company.							
LVI	ROHILKUND AND KUMAON.	27	...	26	703,917	27,074	74·17	
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER . .	17	...	17	606,420	35,672	97·73	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . .	34	3	37	661,866	17,888	49·01	

2. Statement No. 45 on the four following pages shows the number of miles run by trains and vehicles during 1899.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT

Number of miles travelled by trains and vehicles on the standard and metre

Classification No.	Railway (including lines worked).	NUMBER OF TRAIN MILES RUN.				
		Passenger (including passenger proportion of mixed and light train-mileage).	Goods including goods proportion of mixed and light train mileage).	Mixed and light train-mileage.	Total train-mileage	Number of train-miles per mean mile worked
	Standard gauge.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.					
I	East Indian	5,480,736	9,329,666	4,453,750	14,810,402	7,516·41
II	Bengal Central	255,602	154,578	223,913	410,175	2,953·24
III	Bengal-Nágpur	832,758	1,495 547	1,263,382	2,328,305	2,022·87
IV	Indian Midland	973,113	1,307,243	1,256,782	2,280.356	2,059 77
V	Bhopal-Itársi (British section)	Worked by the Indian Midland railway			...	...
VI	Godhra-Rutlam-Nágdá	Worked by the Bombay, Baroda and Central India railway				...
VII	Wardha Coal	Worked by the Great Indian Peninsula railway				...
VIII	Dhond-Manmád					
IX	Bezwada extension (East Coast State)	Worked by the Nizam's Guaranteed State railway				...
	Total	7,542,209	12,237,629	7,197,827	19,829,238	...
	State lines worked by the State.					
XI	North Western	4,275,552	5,088,640	4,216,270	10,264.192	2,923·13
XII	Hyderabad Shadipalli	Worked by the North Western State railway			...	...
XIII	Oudh and Rohilkhand	1,428,365	1,637,546	1,365,110	3,065,911	3,224·69
XIV	Eastern Bengal	1,056,379	950,999	440,979	2,007,378	7,511·24
XV	Calcutta Port Commissioners'	Information not available		...	...	...
XVI	East Coast	629,981	862,938	1,244,203	1,492,919	1,897·72
	Total	7,390,277	9,440,123	7,265,932	16,830,400	...
	Lines worked by guaranteed companies.					
XVII	Great Indian Peninsula	4,157,497	5,296,435	701,241	9,453,932	6,339·35
XVIII	Bombay, Baroda and Central India	1,513,746	1,634,752	459,842	3,148,498	4,377·60
XIX	Madras	1,234,615	1,461,239	1,349,105	2,695,854	3,147·96
	Total	6,905,858	8,392,426	2,510,188	15,298,284	...
	Assisted companies.					
XX	Delhi-Umballa-Kalka	Worked by the East Indian railway			...	...
XXI	Tarkessur					
XXII	South Behar (Luckeeserai-Gya)					
XXIII	Southern Punjab (Delhi Samásata)	Worked by the North Western State railway			...	...
XXV	Tápti Valley	Worked by the Bombay, Baroda and Central India railway			...	...
	Total	...	...	...	..	..
	Lines owned by native states and worked by companies.					
XXVI	Khámgaon	Worked by the Great Indian Peninsula railway			...	...
XXVII	Amráoti					
XXVIII	Bina-Goona-Bárán	Worked by the Indian Midland railway			...	...
XXIX	Bhopal-Ujjain					
XXX	Bhopal-Itársi (Native state section)					
XXXI	The Nizam's Guaranteed State	223,561	729,904	471,724	953,465	2,688·09
XXXII	Nágdá-Ujjain	Worked by the Bombay, Baroda and Central India railway			...	
XXXIII	The Gaekwar's Petlád					
XXXIV	Kolar Gold-fields	Worked by the Madras railway			...	...
	Total	223,561	729,904	471,724	953,465	...
	Lines owned by native states and worked by state railway agency.					
XXXVI	Rájpura-Bhátinda	Worked by the North Western State railway			...	...
XXXVII	Jammu and Kashmir (Native state section)					
	Total	...	...	...	...	...
	Total standard gauge	22,061,905	30,849,482	17,445,701	52,911,387	...

No. 45.

gauge railways during the year ending with the 31st December 1899.

NUMBER OF VEHICLE-MILES RUN.							Classification No.	Remarks.
Total Mileage of home vehicles on home and foreign lines.			Average mileage per vehicle.					
			Coaching.		*Goods.*			
Coaching.	Goods.	Total.	During the year.	Per diem.	During the year.	Per diem		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
97,457,196	266,236,902	363,694,098	76,012·35	191·81	22,813·79	62·50		
3,730,416	2,787,856	6,518,272	33,913·00	92·91	6,848·39	18 76	II	
16,739,164	48,257,060	64,996,224	56,171·69	153·90	14,975·04	41·03	III	
15,841,620	34,475,544	50,317,164	42,585·00	116·67	15,771 16	43·21	IV	
...	...	...	...	...	...	...	V	
...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	VII, VIII	
...	...	...	...	...	...	...	IX	
133,768,396	351,757,362	485,525,758	...	...	...			
81,990,408	162,367,673	244,358,081	35,536·45	97·36	14,485·51	39 68	XI	
...	...	...		...	...	...	XII	
24,091,873	64,345,785	88,437,658	39,755·57	108·92	16,232·87	44·47	XIII	
14,189,693	28,948,814	43,138,507	32,185·66	88·18	13,604·47	37·27	XIV	
...	...	...	...	...	...	...	XV	
12,238,295	16,043,094	28,281,389	35,370·79	96·91	9,431·57	25·84	XVI	
132,510,269	271,705,366	404,215,635	...	...	..	..		
53,006,041	110,230,122	163,236,163	46,949·55	128·63	14,103·14	38·64	XVII	
22,836,328	63,340,446	86,176,774	51,494·64	141·08	14,835·53	40·65	XVIII	
17,445,102	41,101,352	58,546,454	27,194·24	74·50	13,275·63	36 37	XIX	
93,287,471	214,671,920	307,959,391	...	...	...	...		
...	...	...	...	...	...	...	XX, XXI, XXII	
...	...	...	...	...	...	...	XXIII	
...	...	...	...	...	...	...	XXV	
...	...	...	...	...	...	...		
...	...	...	...	...	...	...	XXVI, XXVII	
...	...	...	...	...	..	...	XXVIII, XXIX, XXX	
4,824,562	16,674,582	21,499,144	40,205·00	110·00	17,949·00	49·00	XXXI	
...	...	...	...	...	...	...	XXXII, XXXIII	
...	...	...	...	...	..	...	XXXIV	
4,824,562	16,674,582	21,499,144	...	...	...	...		
...	...	...	...	...	...	...	XXXVI, XXXVII	
...	...	...	...	...	...	...		
364,390,698	851,809,230	1,219,199,928	...	...	...	...		

STATEMENT

Number of miles travelled by trains and vehicles on the standard and metre gauge

Classification No.	Railway (including lines worked).	NUMBER OF TRAIN-MILES RUN. Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.
	Metre gauge.	Miles.	Miles	Miles.	Miles.	Miles.
	State lines worked by companies.					
XXXIX	Bengal and North-Western—(*a*)					
	Tirhoot section	1,391,558	1,561 343	1,782,939	2,952,901	2,594·86
	Company's section					
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	Worked by the Rohilkund and Kumaon railway (Company's section)				
XLI	Rajputana-Malwa	2,113,171	4,431,779	2,828,976	6,544,950	3,561·50
XLII	Palanpur-Deesa	Worked by the Rajputana-Malwa railway			...	...
XLIII	Southern Mahratta	798,397	2,689,348	1,433,846	2,887,745	1,851·44
XLIV	Guntakal-Mysore frontier	Worked by the Southern Mahratta railway			...	...
XLV	Mysore section (Southern Mahratta)					
XLVI	South Indian	1,709.612	1,686,549	1,071,325	3,396,161	3,087·48
XLVII	Mayavaram-Mutupet	Worked by the South Indian railway			...	...
XLVIII	Assam-Bengal	186.110	425,121	401,877	611,231	1,478·34
XLIX	Burma	1,306,142	1,639,354	1,974,048	2,945,796	3,122·20
	Total	7,505,290	11,833,494	9,093,011	19,338,784	...
	State line worked by the State.					
L	Eastern Bengal—					
	Northern and Behar sections (including the Kaunia Dharila, 2′ 6″ gauge, branch)	679,390	1,023,463	736.078	1,702,853	3,427·30
	Dacca section	156,876	423,665	229,896	280,541	2,324·66
	Total	836,266	1,147,128	965,974	1,983,394	...
	Assisted companies.					
LIII	Deoghur	...	...	...	(*b*) 14,556	3,038·83
LIV	Brahmaputra-Sultanpur	Worked by the Eastern Bengal State railway				
LV	Mymensingh-Jamálpur-Jagannathganj					
LVI	Rohilkund and Kumaon (Company's section)	165,485	414.576	390,118	580,061	2,065·97
LVII	Segowlie-Raxaul	Worked by the Bengal and North Western railway				
LVIII	Bengal-Dooars	21.184	17,991	36,728	39,175	1,076·24
LIX	Dibru-Sadiya	47,462	205,653	142,394	253,120	2,977·88
LX	Ledo and Tikak-Margherita colliery	Worked by the Dibru-Sadiya railway			...	...
LXI	Ahmedabad-Parántij	Worked by the Rajputana-Malwa railway			...	...
LXII	Nilgiri	13,344	12,233	68	25,577	2,767·10
	Total	247,475	650,458	569,308	912,489	...
	Lines owned by native states and worked by companies.					
LXIII	The Gaekwar's Mehsána	Worked by the Rajputana-Malwa railway			...	...
LXIV	Hyderabad-Godávari Valley	5,663	16,568	13,200	22,231	875·92
LXV	Kolhápur					
LXVI	Yesvantpur-Mysore frontier					
LXVII	Mysore-Nanjangúd	Worked by the Southern Mahratta railway			...	...
LXVIII	Birur-Shimoga					
	Total	5,663	16,568	13,200	22,231	...
	Lines owned and worked by native states.					
LXXII	Jodhpur-Bikaner—					
	Jodhpur section	186,361	387,754	373,542	574,135	1,279·01
	Bikaner section					
LXXIII	Udaipur-Chitor	27,989	23,138	47,111	51,127	732·12
LXXIV	Bhávangar-Gondal-Junágad-Porbandar	331,113	283,506	382,905	614,619	1,350·28
LXXV	Jetálsar-Rájkot					
LXXVI	Jámnagar	Worked by the Bhávnagar Gondal-Junágad-Porbandar railway				
LXXVII	Dhrángadrá					
	Total	545,483	694,398	803,558	1,239,881	...
	Foreign lines.					
LXXIX	West of India Portuguese	32,966	83,531	58,876	116,497	2,284·25
LXXX	Pondicherry	Worked by the South Indian railway			...	...
LXXXI	Káraikkal Peralam					
	Total	32,966	83,531	58,876	116,492	...
	Total metre gauge	9,173,143	14,425,577	11,503,927	23,613,276	...

No. 45—*concld.*

railways during the year ending with the 31st December 1899—concld.

NUMBER OF VEHICLE-MILES RUN.							Classification No.	Remarks.
Total mileage of home vehicles on home and foreign lines.			Average mileage per vehicle.					
			Coaching.		*Goods.*			
Coaching.	Goods.	Total.	During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
							XXXIX	(*a*) Including the Cawnpore-Burhwal (metre gauge link).
24,161,630	47,279,559	71,441,189	46,870·28	128·41	10,815·41	29·63		
...	...	...	...	...	...	...	XL	
49,152,371	136,031,827	185,184,198	36,031·76	98·72	19,541·99	53·54	XLI	
...	...	...	...	...	...	...	XLII	
18,652,275	49,982,779	68,635,054	19,991·72	54·77	10,642·56	29·16	XLIII	
...	...	...	...	...	...	...	XLIV	
							XLV	
32,913,524	31,035,019	63,948,543	35,581·03	97·48	9,319·77	25·53	XLVI	
...	...	...	...	...	...	...	XLVII	
5,630,949	13,454,727	19,085,676	37,291·05	102·17	12,504·39	34·26	XLVIII	
32,442,734	44,627,699	77,070,433	48,912·08	134·01	10,063·51	27·57	XLIX	
162,953,483	322,411,610	485,365,093	...	...	...	...		
							L	(*b*) Cannot be apportioned between coaching and goods.
12,899,894	27,698,191	40,598,085	33,161·68	90·85	11,323·87	31·02		
2,820,096	2,139,337	4,959,433	33,572·57	91·98	5,942·60	16·28		
15,719,990	29,837,528	45,557,518	...	...	...	...		
Information not available.			...	...	...	...	LIII	
...	...	...	...	...	...	...	LIV	
4,782,877	10,935,335	15,718,212	32,316·74	88·54	14,407·56	39·47	LV	
...	...	...	...	...	...	...	LVI	
							LVII	
Information not available.			...	...	...	...	LVIII	
Information not available.			...	...	...	...	LIX	
...	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	LXI	
28,370	30,996	59,366	3,546·25	17·73	1,937·25	9·69	LXII	
4,811,247	10,966,331	15,777,578	...	...	...	...		
...	...	...	...	...	...	...	LXIII	
90,848	308,854	399,702	3,133·00	125·00	1,529·00	21·00	LXIV	
							LXV	
...	...	...	...	...	...	...	LXVI	
							LXVII	
							LXVIII	
90,848	308,854	399,702	...	...	...	...		
							LXXII	
3,792,980	3,482,350	7,275,330	47,412·25	129·90	13,929·40	38·16		
678,771	274,195	952,966	34,525·48	94·59	7,973·10	21·84	LXXIII	
6,801,782	7,237,423	14,039,205	28,223·16	77·32	7,172·87	19·65	LXXIV	
							LXXV	
...	...	...	...	...	...	...	LXXVI	
							LXXVII	
11,273,533	10,993,968	22,267,501	...	...	...	...		
664,222	542,705	1,206,927	27,676·00	75·82	3,717·00	10·18	LXXIX	
...	...	...	...	...	...	...	LXXX	
							LXXXI	
664,222	542,705	1,206,927	...	...	...	...		
195,513,323	375,060,996	570,574,319	...	...	...	...		

CHAPTER XIV.

Flood damages.

General remarks.

The following paragraphs furnish a brief description of the principal floods which occurred during the year and of the damage to the several railways concerned:

East Indian railway system (*standard gauge*).

2. On the 24th September, a flood occurred on the loop line district between Colgong and Ghogha. The second pier from the Howrah end of bridge No. 133 consisting of 5 spans of 60 feet girders at mile 249/5—8 was carried away, taking with it the girders of the second and third spans. Between miles 250/3—8 and 251/3—8 the flood topped the bank and washed the ballast out of the road. All through traffic was diverted by the chord line for three days. On the 27th September, a steamer service was instituted between Colgong and Sultangunge. On the 2nd October, a bridge of boats was constructed, and transhipment was by this means carried on until the 21st October, by which time a diversion of the line had been completed and the running of through trains resumed.

Indian Midland railway system (*standard gauge*).

3. On the 8th July, owing to very heavy and continuous rain for three days, the embankment between Atru and Bárán was seriously damaged in several places, and a slip occurred in the cutting at mileage 224, between Goona and Rothiai stations. Through communication was restored for all traffic on the 20th July.

Eastern Bengal State railway system (*standard, metre, and special gauges*).

4. On the 6th July, owing to a rise in the river Brahmaputra, the line at miles 2 and 3, between Dharlla Ghat and Jatrapur, was breached in four places, and through booking of goods traffic was suspended *viâ* Jatrapur. A boat service was maintained for carrying passengers, mails, etc. The line was again breached on the 7th August. A temporary bridge, which had been put in at the breach at mile 3, was scoured out, and a boat service was again introduced until the breach was repaired. Through communication was restored on the 28th September.

Owing to the overflowing of the Pialli and Bidyadhari rivers on the 22nd, 23rd, and 24th August, about half a mile of line between miles 17/4 and 18/1 and about a quarter mile between miles 20/24 and 21/2 on the Canning branch, Southern section, were submerged. Passengers, etc., were transhipped until the 26th August, when through communication was restored.

East Coast State railway system (*standard gauge*).

5. Owing to heavy local rain between miles 360 and 375 from the 11th to the 14th October, an extraordinary flood came down the Ichapur river; the water accumulated in the valley between miles 369 and 372 till it rose to within a few inches of rail level. The force of the current washed away the floor and then undermined the foundations of a bridge (2 of 20-foot girder) at mile 370/15 and then gradually cut away the railway embankment till a breach 140 feet long was made. Traffic was altogether interrupted for 24 hours and transhipment of passengers was carried on for six days before the line was restored.

On the 30th October, the bank between ch. 3,749·50 (the north abutment of the Mamidikalva bridge) and ch. 3,766·50, mile 71, where there is a bridge of 7 spans of 12-foot girders was completely washed away. To the south of the

Mamidikalva bridge, the spur which runs up stream at right angles to the line was damaged and the western half of the bank was washed away for three rail lengths. Five tanks had burst up the valley, and the surplus water rushing along the bank southwards had caused the wash out at the large bridge over the Mamidikalva, and, by deflecting the current of the river, had done the damage to the southern spur and bank. At mile 81, the line was also completely washed away between chainages 4,262·30 and 4,267·50 and half of the bank on to ch. 4,277. Communication was suspended from the 30th October to the 4th November, when mail and passengers were transhipped by trolly and through communication restored on the 7th November.

The Nizam's Guaranteed State railway system (standard gauge).

6. On the 9th June, owing to a sudden cyclonic storm, the line at mileage 147/16, between Bibinagar and Bhongir, was breached, and the engine and sixteen vehicles of No. 30 down goods train were derailed and seriously damaged.

Bengal and North-Western railway system (metre gauge).

7. The heavy rains in July caused a stoppage of traffic on the newly-opened Ganges-Gogra Doab lines between Aunrihar Junction and Benares, which lasted about a month. The interruption was due to a breach in the earthwork approaches to the Burna bridge diversion and subsidence in the newly-formed embankments.

On the Tirhoot section, the newly-raised banks near Kurhanni also gave trouble during the heavy rains of July, and subsidence in the newly-formed bank at one of the new bridges close to that station caused an interruption of through goods traffic for some days. Traffic was also interrupted for some days at the end of July and again at the end of August between Samastipur and Semaria Ghât, owing to breaches in the diversion near Bachhwara station, where the main embankment was being raised and a new bridge of 15 spans of 12 feet being constructed.

Southern Mahratta railway system (metre gauge).

8. On the 22nd April, owing to heavy rain, the line at mile 431/19, between Kurichédu and Gundlakamma stations, was washed away for nine rail lengths. The washaway caused the derailment of twenty seven vehicles of No. 80 down mixed train. The line was restored for through communication the following day.

On the 20th May, owing to heavy rain, the line at mile 127/7—8, between Nimbál and Minchnál, was completely washed away for a length of 40 feet, the catch water drain being insufficient to carry off the water. The washaway caused the derailment of two wagons of No. 111 up goods train. The line was restored on the 22nd May.

On the 11th September, owing to heavy rain, the bank at mile 198/23 and the ballast at several places from mile 198 to 199/2, between Satara Road and Koregaon, were washed away. The line was made passable for trains the following day.

South Indian railway system (metre gauge).

9. On the 31st October, floods breached the line at intervals for an aggregate length of 1,600 lineal feet, between miles B 307/13 and B 320/15 (Venkatagiri to Gudur stations), interrupting traffic for nine days.

Assam-Bengal railway (metre gauge).

10. On the 8th June, the 12-foot girder bridge at mileage 181/4, between Srimangal and Alinagar, was washed away, owing to the heavy rain which caused the nullah to rise abnormally. Passengers and luggage, etc., had to be transhipped till the 11th, when through communication was restored.

Burma railways, (metre gauge).

11. On the 25th August, floods occurred at miles 38, 62 and 87 of the Sittang section, causing several breaches 50 to 120 feet in length and 3 to 10 feet in depth.

A bridge of 1 span of 20 feet at mile 62/4 was badly scoured and the south abutment was washed away. On the subsidence of the floods the breaches were repaired, and traffic was resumed on the 25th August.

On the 21st and 22nd May, owing to unprecedented rainfall in the valley of the Namyin river, between Mohnyin and Mogaung, floods occurred between miles 640 and 664, the ballast and permanent-way being washed off the embankment in several places; and at miles 647 and 649 the banks were breached to their full depth for several chains. Through communication was restored on the 28th May.

On the 23rd May, the foundations of the north pier of the bridge (3 spans of 40-foot girders) over the Nahakoung Choung at mile 590/21 were scoured out by a flood; the pier tilted over considerably causing the girders to slide off into the stream; a temporary bridge and diversion were put in, but through traffic could not be resumed till the 29th June owing to frequent and sudden rises in the stream.

On the 25th May, the railway bank was breached at miles 468/6 to 468/8 in consequence of the bursting of the Mu Canal bund which runs parallel to the railway half a mile east of it. Traffic was restored on the 28th, but on the 29th and 30th May some further breaches having occurred in the bund opposite miles 465/6 and 465/11, the 20-foot spans, one at each of these places, were completely destroyed, and transhipment became necessary. Temporary bridges of 40-foot girders on timber piles were put in and through communication restored at the end of June.

Jorhát State railway (2′ 0″ gauge).

12. Two breaches were caused on the Gosáigáon line on the 26th June by a flood in the Brahmaputra. The flood was the highest on record, being higher by four inches than the one of 1897. A temporary station and sidings had to be constructed at Patiagaon and traffic was carried on by boats between that point and Gosáigáon, one mile distant. The breaches were sufficiently repaired on the 19th October to allow of the safe passage of trains.

Darjeeling-Himalayan railway (2′ 0″ gauge.)

13. The cyclonic rain storm of 24th and 25th September severely damaged the railway from the 25th mile to Darjeeling, a distance of 26 miles in all. The last 18 miles suffered most, and over that there were innumerable slips and other damages. After the storm railway communication existed only as far as Gayabári (23½ miles from Siliguri) but on the 27th September trains were able to run up to Kurseong (31¾ mile); on the 11th October mile 39 was reached, and mile 43 on the 29th October. On the 2nd November, through communication was established to Ghúm (47½ mile). On the 30th December through communication was opened to Mary-Ville (temporary station, Darjeeling) 50th mile. This leaves only ¾ of a mile to reach the permanent station, Darjeeling, where the works are in progress.

Cherra-Companyganj railway (2′ 6″ gauge).

14. The surface line, which was in existence on the 1st January, together with the low-level trestle bridge of old rails (for hand shunting purposes only) was so severely damaged by a heavy flood of the Therria (Dholai) river on the 27th March, that the line had to be closed for traffic during the whole of the monsoon. The old permanent-way was taken up in November between Therria (mile 0) and Bholáganj (mile 3½) and again relaid on the sand, as a surface line, with the object of conveying limestone from the Komorrah quarries during the cold weather only, and a low-level hand shunting bridge, similar to that in use last cold weather, was constructed of old rails across the Therria (Dholai) river. The branch line from the Komorrah quarries to Therria was also restored as a surface line, and the whole line was completed, though not actually opened for traffic, on the 31st December. The line was opened for goods traffic only from the 3rd January 1900, as a surface line.

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CHAPTER XV.

Accidents.

Number of persons killed and injured in connection with railway working during 1899.

The following statement shows for each gauge separately the number of persons killed and injured in connection with railway working during 1899, as compared with the previous year:

STATEMENT No. 46.

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.																								
1899	5	57	41	136	46	193	7	38	150	253	157	291	16	6	286	93	89	5	17	14	408	118	611	602
Previous year	6	58	46	134	52	192	15	46	127	237	142	283	21	7	309	86	69	8	2	11	401	112	595	587
Metre gauge.																								
1899	2	29	19	48	21	77	12	48	32	80	44	128	5	4	156	56	14	1	8	8	183	69	248	275
Previous year	...	8	17	53	17	61	8	16	46	71	54	87	5	2	116	53	19	...	8	4	148	59	219	207
Special gauges.																								
1899	...	...	...	7	...	7	1	6	...	6	1	12	...	...	3	...	...	...	...	1	3	1	4	20
Previous year	...	...	...	1	...	1	...	...	1	1	1	1	...	...	3	...	...		1	3	4	3	5	5
Total of all gauges.																								
1899	7	86	60	191	67	277	20	92	182	339	202	431	21	10	445	149	103	6	25	23	594	188	863	896
Previous year	6	66	63	188	69	254	23	62	174	309	197	371	26	9	428	139	88	8	11	18	553	174	819	799

The following paragraphs give a brief account of the principal accidents which occurred during the year:

East Indian Railway system (standard gauge).

2. On the 30th March, an up goods train entering No. 4 line at Ásansol station while a pilot engine was drawing some empty wagons from No. 3 line, failed to pull up at the proper place, and came into collision with the latter. The second fireman of the up goods, who had got out on to the footboard of the tender, was jammed between the two trains and seriously hurt. He succumbed to his injuries shortly after admission into hospital. The rolling-stock and permanent-way were considerably damaged.

On the 11th April, a down Patna-Gya mixed train ran into a tree which had fallen across the line during a storm at mile 340 near Bankipore station. The driver was slightly injured, and rolling-stock and permanent-way were considerably damaged.

On the 14th April, the engine of an up goods train got disabled on the Jubbulpore line, about a mile outside Bargarh station, and while the train was standing there it was run into by an up mixed train, which had been allowed to follow the goods train from Shiurájpur station on a caution order. The rolling-stock was considerably damaged.

On the 20th May, a down goods train was standing at the distant signal at Luckeeserai station when it was run into by another goods train which had been allowed to leave Bálgudor station before the "in" report of the former train was given. One railway servant was severely injured, and the rolling-stock considerably damaged.

On the 2nd June, a pilot engine, while shunting from the down siding to the down platform line at Burdwan station, collided with the rear portion of a down passenger train waiting there. Three passengers were slightly injured, and the rolling-stock was considerably damaged.

On the 13th June, a pilot engine was backing some wagons in the Howrah yard when it collided with a train carrying workmen, owing to the gunner in charge of the pilot engine not keeping a careful look-out to see that the line was clear. Eight workmen were slightly injured, and the rolling-stock was damaged.

On the 16th June, some wagons were being shunted on the down line at Pánagar station, when a down goods train ran through the station and collided with them owing to the signals being improperly worked. One railway servant was slightly injured and the rolling-stock considerably damaged.

On the 28th November, an up goods train was on its way from Gaipura station to Nahwai station, and an up passenger train was allowed to follow it on a caution message; the goods train lost time on the road, and the passenger train collided with it at mile 527½. Four passengers were slightly, and a railway servant was severely, injured. The rolling-stock was also greatly damaged.

Bengal Central Railway (standard gauge).

3. On the 26th May, a collision occurred at Dattapukur station between an up mail train and four milk vans, the latter having been blown out of the dead siding and fouled the crossing. Eleven vehicles were damaged.

Bengal-Nágpur Railway (standard gauge).

4. On the 29th December, a down mixed train collided with an up goods train at Ánára station, owing to the points having been wrongly set. The shock of the collision caused the rear portion of the goods train to break away and run two miles towards Ádra station. This runaway portion was picked up by the engine of an up mixed train which happened to be at Ádra station, but when entering that station the driver owing to the heavy load and the falling grade, apparently lost control of the train and dashed into the train standing in the station. All three engines and a number of carriages were extensively damaged.

Indian Midland Railway system (standard gauge).

5. On the 4th May, an up mixed train from Tundla, while entering Jhánsi station, was admitted on to the wrong line and collided with a rake of wagons standing near the goods platform. The rolling-stock was considerably damaged.

On the 11th October, the tender and five leading vehicles of an up goods train while entering Bhopal station were badly derailed, owing, it is believed, to the bolt fastening the tie rod of the points to the foot of the switch having worked out under the passing train. The native fireman at the time of the derailment got jammed between the engine and tender, and expired from the injuries received before he could be extricated.

North Western State Railway system (standard gauge).

6. On the 23rd January, the greater portion of a down mixed train was derailed in the Kóchálí tunnel (Frontier district) at mile 479·5. Considerable damage was done to the permanent-way.

On the 6th March, an Oudh and Rohilkhand State railway down mail train collided with the empty stock of a North Western State railway down mail train at Saháranpur Junction station. A few servants of the two railways, and a few passengers were slightly injured. The rolling-stock of both railways was considerably damaged.

On the 16th May, the front brake-van of a special train, conveying coolies from Lahore to Kurrachee, was found to be on fire between Ahmadpur and Chanigot

stations. The train was immediately stopped, but in spite of every effort the fire was not extinguished until the brake-van and the whole of its contents were nearly destroyed.

On the 4th July, an up goods train was standing on the platform line at Pattoki station, when an up mixed train came into the station against signals and ran into the rear of the goods train. The rolling-stock was considerably damaged.

On the 14th July, an up mail train while leaving Kotri station was put on a wrong line, owing to the points not having been properly set, and collided with a rake of vehicles standing there. Three passengers were slightly injured and the rolling-stock was considerably damaged.

On the 26th November, an up mixed train entered Bahadurgarh station yard against signals and collided with a down goods train on the main line, driving this train against an up goods train which was standing behind the down goods train. Two third class passengers were slightly injured and the rolling-stock was considerably damaged.

Oudh and Rohilkhand State Railway (standard gauge).

7. On the 20th July, a down goods train ran into the dead-end siding at Masit station and was derailed. The guard was badly bruised and the rolling-stock considerably damaged.

On the 27th September, an up standard gauge goods train was derailed at the right bank of the Cawnpore bridge. The rolling-stock was seriously damaged.

Eastern Bengal State Railway system (standard, metre and special gauges).

8. On the 5th January, while a down goods train was approaching Bánpur station on the Eastern section, it collided with another down goods train which was standing at Bánpur station with its brake-van and two vehicles outside the distant signal. The engine and one wagon of the former were derailed and slightly damaged. The brake-van and a number of wagons attached to the other train were also damaged. The accident was due to the issue of "in" report by Bánpur before the latter had stopped at the usual place, and to the driver of the former not having sufficient control over his train to stop before he had reached the distant signal.

On the 11th January, about one mile from Rajendrapur station, a down mixed train collided with an up mixed train which had left Jaydebpúr station on the Dacca section with a false line clear. Three railway servants were injured and the rolling-stock and permanent-way were considerably damaged.

On the 2nd August, at mile $\frac{13}{7}\frac{6}{6}$, near Belgáchhi station on the Eastern section, a down goods train ran through signals and ran off the line, a pair of rails having been taken out as re-laying was going on. The engine was buried up to its axles in the ballast and four wagons telescoped. The rolling-stock was seriously damaged.

On the 17th October, the leading axle of a wagon of a down special goods train broke between Haldibári and Chilháti stations on the Northern section, and sixteen vehicles were derailed. The rolling-stock and permanent-way were considerably damaged.

On the 12th November, as a down express passenger train was entering Naiháti station on the Eastern section, it collided with the rear end of an East Indian railway goods train which was backed foul of the main line instead of being backed into a siding. The accident was due to the points not being correctly set. The rolling-stock was considerably damaged.

Bombay, Baroda and Central India Railway system (standard gauge).

9. On the 10th April, a collision, which resulted in the death of three persons and injury to seven others took place between the light engine of a down ordinary train and an up local train between Charni Road and Marine Lines stations. A composite third-class and brake-van and a third-class carriage were damaged.

On the 18th May, after leaving Pálghar station, and while passing mile $56\frac{1}{4}$, the engine, tender, brake-van and five third-class carriages of an up ordinary train were derailed. Two passengers were killed and nine injured. The derailment was caused by the removal of a rail and rail fittings by some gangmen. The rolling-stock was considerably damaged.

On the 21st October, a fire occurred in a second-class compartment of a composite carriage attached to an up mixed train, while running between Viramgám and

Jakhváda stations, owing to a spirit stove in use by the occupants having been upset. A second-class passenger received a severe cut on the head from jumping out of the train. The composite and a third-class carriage next to it were entirely burnt before the fire could be extinguished.

On the 11th November, the engine of the down mail train from Bombay collided with the brake-van of a shunting (goods) train near Elphinstone Road Junction cabin, between the up and down platforms of Elphinstone Road station. The brake-van of the shunting train was completely smashed and the mail engine and several vehicles of the former train were also derailed. The shunting train had just been received on the Junction down line in front of the mail, and the cross-over road points reversed to the down main line. The brake-van of the shunting train was standing foul of the crossing, and the main line home signal was therefore left at danger. The driver of the mail admitted having passed the home signal at danger.

Nizam's Guaranteed State Railway system (standard gauge).

10. On the 22nd November, a collision between an up and a down goods train occurred at Kazipet station. The latter was received on the main line and the former should have been admitted on to the platform line, but through the fault of the station staff it was allowed to enter the main line. One railway servant was slightly injured, and both the engines and several wagons were damaged.

Bengal and North-Western Railway system (metre gauge).

11. On the 23rd January, an up goods train collided with a pilot engine at Sonepore station. The driver of the pilot engine was seriously injured and the rolling-stock considerably damaged.

On the 20th March, a down mixed train was admitted on the main line at Dighwára station and collided with an up goods train which was standing there. Twelve passengers received slight injuries.

On the 12th July, a collision occurred between Dighwára and Goldinganj stations between an up and a down goods train. The accident was due to both trains being allowed to start on "permission to proceed without line clear," and to the drivers not keeping a proper look-out. The damage to rolling-stock was considerable.

On the 30th September, a ballast train ran into a camel between Nánpára and Matera stations. The engine was derailed and several trucks were capsized. The driver and a coolie were killed, and eight coolies sustained slight injuries.

On the 2nd October, a collision occurred at Revelganj Ghât station between a ballast train and a down mixed train. Some coolies received slight injuries and a brake-van and third class carriage were considerably damaged. The accident was due to the neglect of the ballast train driver who ran into the station against signals

Rajputana-Malwa Railway system (metre gauge).

12. On the 22nd June, the engine and five vehicles of a down mixed train were derailed and seven vehicles capsized between Fatehabad and Ujjain stations. Three passengers and a railway servant were slightly injured, and permanent-way and rolling-stock considerably damaged.

On the 18th August, the engine and seven vehicles of an up mail train were derailed at mile 282—12, between Ajmer and Sarádhna stations, owing to the engine having collided with a bullock cart passing over the level-crossing. A third class passenger and the cartman were killed and five passengers seriously injured. The engine, brake-van and three third-class carriages were badly damaged.

On the 5th October, a down local mixed train collided with a down goods train at Basi station, owing to the former train having been received on the same line as the latter through the carelessness of the station master on duty. Two railway servants were slightly injured.

On the 1st November, a collision occurred at Nasirabad station between an up goods train and a down mixed train. The former was admitted on to the second line, but the train not being under the proper control of the driver, the engine and eleven vehicles passed through the points at the further end and entered the main

line again colliding with the latter which was entering the yard against the signal. A train constable and two passengers were slightly injured.

Southern Mahratta Railway system (metre gauge).

13. On the 30th March, three vehicles attached to a down mail train were derailed between Bhánápur and Kopbal stations. The derailment was caused by the breakage of an axle of one of the wagons due to a flaw in the metal. The rolling-stock and permanent-way were damaged.

On the 21st November, the engine of an up mixed train and five coal wagons attached thereto were derailed at the east points at Hagari station. The derailment was caused by the displacement of the check rail which permitted the leading wheel of the engine to mount the nose of the crossing. The rolling-stock and permanent-way were damaged.

On the 1st December, five vehicles and a ghat brake attached to an up mixed train were thrown off the line between Gázulapalli and Chelama stations. The derailment was caused by the breakage of the trailing axle of a wagon. Seven railway servants and a passenger were injured and the rolling-stock was damaged.

South Indian Railway (metre gauge).

14. On the 13th June, two wagons attached to a goods special train were derailed between Váyalpad and Kalikiri stations. One wagon and the permanent-way were seriously damaged.

Assam-Bengal Railway (metre gauge).

15. On the 28th April, the light engine of a ballast train, while joining the stabled train at Fajilpur station at mileage 49·25, collided with the train standing in the siding. Six coolies were killed and five seriously and one slightly injured; two of the injured died after admission to the hospital. Four ballast trucks were much damaged.

On the 9th August, nine covered goods wagons, one luggage van and one composite carriage of a down mixed train were derailed at mileage 66·12 between Gunabati and Nangalkot stations, owing to the bad state of the road caused by previous heavy rains, and were badly damaged. The permanent-way was also damaged.

Burma Railways (metre gauge).

16. On the 26th January, while an up mixed train was running through the Toungoo yard on the main line, two small covered goods and one bogie covered goods wagon were derailed and capsized, due to an axle box of one of these wagons breaking. The springs held up until the train was passing the overbridge, when they got displaced and fell to pieces, causing the derailment of these three wagons. The permanent-way and rolling-stock were damaged.

On the 10th February, a down goods train, while coming into Pegu station, collided with an up goods train which was standing on No. 2 line in the station. The fireman of the up goods train was slightly injured. The collision was due to the driver of the down goods train running against signals and not being able to stop his train in time to avoid this accident.

On the 10th April, on arrival of a ballast train at Thawutti station the points were wrongly set and the engine entered the 3rd siding and collided with some wagons there, killing two and injuring three coolies. The rolling-stock was considerably damaged.

On the 15th June, on arrival of a down goods train at Toungoo station, it was by a mistake of the traffic jemadar let into the 3rd line instead of the 2nd line, resulting in a collision with the vehicles of an up goods train which were standing there. The rolling-stock was considerably damaged.

On the 31st August, a down goods train from Pyuntaza to Rangoon collided just outside Pazundaung north distant signal with a shunting train which had pulled out of Pazundaung station and had been unable to back in. The engine, tender and three vehicles of the goods train were derailed and turned over. One railway servant was killed and three slightly injured, and the rolling-stock was considerably damaged.

On the 25th November, after an up mail train had passed through Thabyedaung station, it ran into three head of cattle near the north distant signal, derailing the tender of the engine and capsizing three coaches. Three passengers were injured and the rolling-stock and permanent-way were damaged.

Bengal Dooars Railway (metre gauge).

17. On the 25th September, a boat with one passenger, two railway officers, two planters, four native boatmen and two trollymen sank in the river Teesta owing to a sudden heavy flood. The passenger, the two railway officers and planters and a boatman were drowned.

Jodhpur-Bikaner Railway (metre gauge).

18. On the 19th May, an up mixed train parted at the 164th mile, Pachpadra branch, and the back portion collided with the other. The guard and three passengers were slightly hurt, and seven vehicles damaged.

Cooch Behar Railway (2'6" gauge).

19. On the 29th November at Gitaldaha Ghât, while the empty composition of a down train was being backed up from the Ghât to the station, five leading vehicles attached to the train were derailed and two of them were also capsized. One railway servant was killed and one slightly injured.

Total number of accidents to trains, rolling-stock, etc.

20. Statement No. 47 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1899, and the casualties resulting therefrom, as compared with the preceding year, the results for each gauge being shown separately.

Statistical results.

21. The statistical results for the year under review are summarised in the following table:

Particulars.		1899.				Previous year.			
		Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked	Miles	13,314	9,070	461	22,845	12,438	8,546	388	21,372
Train-mileage run	Miles	52,911,388	23,613,276	806,192	77,330,856	50,090,041	21,556,473	689,788	72,336,302
Number of passengers carried	No.	105,438,509	54,466,907	2,637,299	162,542,715	96,760,795	53,314,759	2,159,706	152,235,260
Number of passenger units carried one mile	No.	‡ 4,214,017,743	§ 1,958,897,511	‖ 24,125,495	6,197,040,749	‡ 3,900,966,053	¶ 1,996,373,651	** 24,000,973	5,921,340,677
Number of accidents per 100,000 train-miles run	No.	6	10	15	8	7	9	14	7
Proportion of passengers killed by accidents to trains (*vide* statement No. 46) to number carried	No.	1 in 21,067,702	1 in 27,233,453	...	1 in 23,220,388	1 in 16,126,799	...	...	1 in 25,372,543
Proportion of passengers injured by accidents to trains (*vide* statement No. 46) to number carried	No.	1 in 1,849,798	1 in 1,878,169	...	1 in 1,690,032	1 in 1,668,290	1 in 6,664,345	...	1 in 2,306,595
Proportion of railway servants killed by accidents to trains (*vide* statement No. 46) to train-miles run	No.	1 in 7,558,770	1 in 1,967,773	1 in 806,192	1 in 3,866,543	1 in 3,339,336	1 in 2,694,559	...	1 in 3,145,057
Proportion of railway servants injured by accidents to trains (*vide* statement No. 46) to train-miles run	No.	1 in 1,322,405	1 in 491,943	1 in 134,365	1 in 840,552	1 in 1,039,914	1 in 1,347,280	...	1 in 1,166,715

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the West of India Portuguese, Pondicherry and Káraikkal-Peralam railways.
‡ Including the Cawnpore-Burhwal (metre gauge link).
§ Excluding the Hyderabad-Godávari Valley and the Cawnpore-Burhwal (metre gauge link) railways.
‖ Excluding the Jorhat, Cherra-Companyganj, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Tezpore-Bálipárá and Gwalior Light railways.
¶ Excluding the Cawnpore-Burhwal (metre gauge link).
** Excluding the Bárai Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, and Tezpore-Bálipárá railways.

It will be noticed that there were 8 accidents for every 100,000 train-miles run against 7 in the previous year.

As compared with the previous year, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in 23 millions against 1 in 25½ millions in the previous year. The proportion of passengers injured to the number of passengers booked was 1 in 2 millions against 1 in 2½ millions.

The proportion of servants killed by accidents to trains to the number of train-miles run was 1 in 4 millions against 1 in 3 millions in the previous year. The proportion of servants injured to the number of train-miles run was 1 in 1 million being the same as in the previous year.

STATEMENT

Accidents to trains, rolling-stock, permanent-way, etc., on railways open for

Classification.	STANDARD GAUGE.												METRE									
	Previous year.			1899.									Previous year.			1899.						
				Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.			
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.		
1. Collisions between passenger trains or parts of passenger trains	1	3	4	1	4	5	...	4	...	4	...	8	...	...	...	2	1	3	...	...		
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	12	13	25	19	10	29	3	15	...	6	3	21	7	5	12	14	4	18	...	3		
3. Collisions between goods trains or parts of goods trains	11	47	58	8	29	37	...	3	1	3	1	6	12	5	17	6	16	22	...	...		
4. Collisions between light engines	2	15	17	...	11	11	...	...	...	...	...	...	2	9	11	1	7	8	...	...		
5. Passenger trains or parts of passenger trains leaving the rails	12	26	38	15	28	43	2	9	...	2	2	11	28	13	41	79	17	96	...	4		
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	3	156	159	2	131	133	...	...	1	3	1	3	4	70	74	1	45	46	...	...		
7. Trains or engines travelling in the wrong direction through points	2	72	74	5	46	51	...	...	...	...	...	...	12	25	37	12	38	50	...	12		
8. Trains running into stations or sidings at too high a speed	...	5	5	1	11	12	...	...	...	...	...	...	1	12	13	1	3	4	...	...		
9. Trains running over cattle on the line	2	1,234	1,236	6	1,178	1,184	...	...	...	...	...	...	5	1,033	1,038	3	1,179	1,182	...	(a) 4		
10. Trains running over obstructions on the line	11	68	79	6	85	91	(b) 2	(c) 5	1	1	3	6	4	54	58	8	63	71	(d) 4	(c) 7		
11. Trains running through gates at level-crossings	1	44	45	3	34	37	...	...	1	...	1	...	1	8	9	2	13	15	...	...		
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...		
12 (a). The bursting of tubes, etc., of engines	...	279	279	...	170	170	...	...	...	1	...	1	...	64	64	...	99	99	...	...		
13. The failure of machinery, springs, etc., of engines	2	502	504	1	488	489	...	...	...	...	...	...	3	113	116	1	197	198	...	...		
14. The failure of tyres	...	4	4	...	7	7	...	...	...	...	...	...	1	15	16	...	22	22	...	...		
15. Ditto of wheels	...	2	2	...	6	6	...	...	...	...	...	...	1	1	2	1	1	2	...	...		
16. Ditto of axles	...	17	17	...	15	15	...	...	...	...	...	...	8	45	53	15	57	72	...	1		
17. Ditto of brake apparatus	...	2	2	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
18. Ditto of couplings	...	160	160	...	201	201	...	...	...	...	...	...	6	119	125	...	155	155	...	2		
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	3	3	...	1	1	...	...	...	...	...	...	2	...	2	...	...	...	...	...		
20. Broken rails	...	45	45	...	72	72	...	...	...	...	...	...	6	33	39	...	56	56	...	...		
21. The flooding of portions of permanent-way	8	41	49	10	15	25	...	...	3	...	3	...	22	49	71	20	38	58	...	...		
22. Slips in cuttings or embankments	2	25	27	...	30	30	...	...	...	...	...	...	2	6	8	...	8	8	...	...		
23. Fire in trains	3	111	114	4	133	137	...	10	...	...	...	10	...	53	53	6	59	65	...	...		
24. Fire at stations, or involving injury to bridges or viaducts	2	35	37	1	59	60	...	(g) 1	...	1	...	2	7	17	24	4	18	22	...	...		
25. Other accidents	3	333	336	11	468	479	...	(a) 15	...	17	...	32	10	95	105	6	163	169	...	...		
Total for the twelve months ending with the 31st December 1899	...	...	...	93	3,234	3,327	(d) 7	(h) 62	7	38	14	100	...	...	...	182	2,261	2,443	(d) 4	(e) 33		
Previous year	...	...	...	77	3,242	3,319	(c) 9	(i) 67	15	46	24	113	...	...	...	144	1,844	1,988	(b) 3	(a) 9		

(a) Of these, 1 was not a passenger.
(b) Not passengers.
(c) Of these, 3 were not passengers.
(d) Of these, 2 were not passengers.
(e) Of these, 4 were not passengers.
(f) Of these, 6 were not passengers.
(g) Not a passenger.
(h) Of these, 5 were not passengers.
(i) Of these, 9 were not passengers.
(j) Of these, 7 were not passengers.
(k) Of these, 12 were not passengers.

No. 47.

traffic, and the casualties resulting therefrom during the year ending with the 31st December 1899.

GAUGE.				SPECIAL GAUGES.												TOTAL ALL GAUGES.											
				Previous year.			1899.									Previous year.			1899.								
							Number.			Number of passengers and others.		Number of servants.		Total all classes.					Number.			Number of passengers and others.		Number of servants.		Total all classes.		
Number of servants.		Total all classes.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Classification number.
Killed.	Injured.	Killed.	Injured.																								
...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	1	3	4	3	5	8	...	4	...	7	...	11	1
...	3	...	6	...	...	...	1	...	1	...	...	2	...	2		19	18	37	34	14	48	3	18	...	11	3	29	2
9	14	9	14	...	...	...	1	1	2	...	...	...	...	...	...	23	52	75	15	46	61	...	3	10	17	10	20	3
...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	4	24	28	1	18	19	...	...	...	...	...	...	4
...	1	...	5	20	8	28	17	4	21	...	...	...	...	...	...	60	47	107	111	49	160	2	13	...	3	2	16	5
...	...	...	...	...	8	8	2	11	13	...	...	1	1	1	1	7	234	241	5	187	192	...	...	2	4	2	4	6
...	...	...	12	...	1	1	...	1	1	...	...	...	...	...	...	14	98	112	17	85	102	...	12	...	...	...	12	7
...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	17	18	2	14	16	...	... (a)	...	1	..	1	8
...	...	...	4	...	29	29	1	23	24	...	...	...	...	...	...	7	2,296	2,303	10	2,380	2,390	...	4	...	...	...	4	9
2	10	6	17	...	6	6	1	6	7	...	...	...	...	...	...	15	128	143	15	154	169	(e) 6	(f) 12	3	11	9	23	10
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	52	54	5	48	53	...	...	1	...	1	...	11
...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...		...	...	..	12
...	...	...	...	...	1	1	...	6	6	...	..	...	...	...	...	...	344	344	...	275	275	...	...	..	1	...	1	12 (a)
...	...	...	...	1	3	4	1	14	15	...	...	...	...	...	...	6	618	624	3	699	702	...	...	...	...	...	...	13
...	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	1	20	21	...	30	30	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	3	4	1	8	9	...	...	...	...	...	...	15
1	7	1	8	...	...	...	3	1	4	...	...	...	...	...	...	8	62	70	18	73	91	...	1	1	7	1	8	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	2	2	...	2	2	...	...	...	..	...	...	17
...	...	...	2	...	4	4	...	3	3	...	...	...	...	...	...	6	283	289	...	359	359	...	2	...	...	...	2	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	3	5	...	1	1	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6	78	84	...	129	129	...	...	...	...	...	...	20
...	...	...	...	3	7	10	2	5	7	...	...	...	...	...	...	33	97	130	32	58	90	...	...	3	...	3	...	21
...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	4	32	36	...	38	38	...	...	...	...	...	...	22
...	...	...	...	...	...	...	1	1	2	...	...	...	1	...	1	3	164	167	11	193	204	...	10	...	1	...	11	23
...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	52	61	5	77	82	...	(g) 1	...	1	...	2	24
...	9	...	9	1	4	5	3	4	7	...	...	...	2	...	2	14	432	446	20	635	655	...	(a) 15	...	28	...	43	25
12	48	16	81	...	...	...	33	84	117	...	...	1	6	1	6	...	...	...	308	5,579	5,887	(e) 11	(i) 35	20	92	31	187	
8	16	11	25	...	...	...	25	73	98	(g) 1	(b) 2	...	...	1	2	...	...	...	246	5,159	5,405	(j) 13	(k) 78	23	62	36	140	

F. R. UPCOTT,

Secretary to the Government of India,
Public Works Department, Railways.

SIMLA;
The 1st June 1900.

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APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1898-99 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B.)	Corrections of mileage.
	STANDARD GAUGE.			Miles.	Miles.	Miles.
	State lines worked by companies.					
I	EAST INDIAN	East Indian Railway Company.	15th Aug. 1854	1,981·87	10·23	—1·58
II	BENGAL CENTRAL (*a*)	Bengal Central Railway Company.	16th Oct. 1882	125·01	2·68	...
III	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880	1,228·91	115·14	—0·75
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1896	795·56	...	+0·69
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882	13·11	...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893	141·14	...	...
VII	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874	44·88	...	...
VIII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878	145·44	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE) (*b*).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889	20·58	...	...
	WASHERMENPET-ENNÚR SECTION (BEZWADA MADRAS).	Madras Railway Company.	22nd Feb. 1896	8·45	...	(*c*)—8·45
X	AGRA-DELHI CHORD (*d*)	.....	.....	121·16	...	...
	TOTAL	.....	.....	4,626·11	128·05	—10·09
	State lines worked by the State.					
XI	NORTH WESTERN	North Western State Railway.	13th May 1861	3,007·94	21·00	—0·84
XII	HYDERABAD-SHADIPALLI	North Western State Railway.	18th Aug. 1892	58·91	...	...
XIII	OUDH AND ROHILKHAND	Oudh and Rohilkhand State Railway.	23rd April 1867	1,037·81	...	...
XIV	EASTERN BENGAL	Eastern Bengal State Railway.	2nd Jan. 1862	275·88	...	—1·84
XV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta	1st Nov. 1875	8·53	...	...
XVI	EAST COAST (*e*)	East Coast State Railway	20th Feb. 1893	(*f*)545·17	...	+252·97 +7·00 —2·66
	ENNÚR-BEZWADA SECTION (BEZWADA-MADRAS).	.....	1st Nov. 1898	254·10	...	(*c*)—254·10
	TOTAL	.....	.....	5,188·34	21·00	+5·85
	Lines worked by guaranteed companies.					
XVII	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853	1,357·12	...	...
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860	460·90	...	...
XIX	MADRAS	Madras Railway Company	1st July 1856	903·29	0·84	—0·15
	TOTAL	...	.....	2,721·31	0·84	—0·15
	Assisted companies.					
XX	DELHI-UMBALLA-KALKA	East Indian Railway Company.	1st Mar. 1891	162·23	...	+0·01
XXI	TARKESSUR	East Indian Railway Company.	1st Jan. 1885	22·23	...	...
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	East Indian Railway Company.	3rd July 1899	78·83	...	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMSÁATA).	North Western State Railway.	10th Nov. 1897	423·97	...	+0·54
XXIV	HARDWAR-DEHRA	Oudh and Rohilkhand State Railway.	1st March 1900	32·05	...	...
XXV	TÁPTI VALLEY	Bombay, Baroda and Central India Railway Company.	18th Dec. 1898	156·25	...	—0·48
	TOTAL	.....	.....	875·56	...	+0·07
	Carried over	.....	.....	13,411·32	149·89	—4·32

lines sanctioned and open for traffic on the 31st March 1900.

VGE.	OPEN MILEAGE.				Length remaining to be finished (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1900.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,990·52	1,712·25	125·48	—1·58	1,836·15	154·37	474·25	I	
127·69	125·01	...	...	125·01	2·68	...	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
1,343·30	1,184·41	5·75	...	1,190·16	153·14	...	III	
796·25	795·56	...	+0·69	796·25	...	...	IV	
13·11	13·11	...	...	13·11	...	...	V	
141·14	141·14	...	...	141·14	...	...	VI	
44·88	44·88	...	...	44·88	...	...	VII	
145·44	145·44	...	...	145·44	...	...	VIII	
20·58	20·58	...	...	20·58	...	...	IX	(b) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's Guaranteed State Railways Company.
...	8·45	...	(c)—8·45	...	...	...		(c) Included with the East Coast State railway.
121·16	...	...	...	...	121·16	...	X	(d) Commencement of work not yet authorized.
4,744·07	4,190·83	131·23	—9·34	4,312·72	431·35	474·25		
3,028·10	2,817·64	133·61	+2·55	2,953·80	74·30	170·40	XI	
58·91	58·91	...	...	58·91	...	...	XII	
1,037·81	950·76	...	...	950·76	87·05	...	XIII	
274·04	262·98	7·68	—2·62	268·04	6·00	112·21	XIV	
8·53	8·53	...	...	8·53	...	1·49	XV	
(f)807·80	(f)540·62	...	+252·97 +7·00 +2·66	(f) 803·25	4·55	...	XVI	(e) Including the Washermenpet-Ennûr and the Ennûr-Bezwada sections of the Bezwada-Madras railway. (f) Including 2·66 miles (mixed gauge), and 0·8 mile (metre gauge).
...	254·10	...	(e)—254·10	...	...	...		
5,215·19	4,893·54	141·29	+8·46	5,043·29	171·90	284·10		
1,357·12	1,288·00	19·00	...	1,307·00	50 12	461·92	XVII	
460·90	460·90	...	...	460·90	...	131·11	XVIII	
903·98	839 23	5·01	—0·01	844·23	59·75	42·41	XIX	
2,722·00	2,588·13	24·01	—0·01	2,612·13	109·87	635·44		
162·24	162·23	...	+0 01	162·24	...	...	XX	
22·23	22·23	...	...	22·23	...	...	XXI	
78 83	...	78·83	...	78·83	...	...	XXII	
424·51	423·18	...	+0·54	423·72	0·79	...	XXIII	
32·05	...	32 05	...	32·05	...	...	XXIV	
155·77	35·91	119·86	...	155·77	...	...	XXV	
875·63	643·55	230·74	+0·55	874·84	0·79	...		
13,556·89	12,316·05	527·27	—0·34	12,842·98	713·91	1,393·79		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1898-99 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B).	Correction of mileage.
				Miles.	Miles.	Miles.
	Brought forward .	.....	.....	13,411·32	149·89	—4·32
	STANDARD GAUGE—*concld.*					
	Lines owned by native states and worked by companies.					
XXVI	KHÁMGAON	Great Indian Peninsula Railway Company.	4th March 1870 .	7·55	...	...
XXVII	AMRÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 .	5·44	...	...
XXVIII	BÍNA-GOONA-BÁRÁN	Indian Midland Railway Company.	1st May 1895 .	145·37	...	—0·16
XXIX	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th Nov. 1895 .	113·52	...	—0·25
XXX	BHOPAL-ITÁRSI (NATIVE STATE SECTION) .	Indian Midland Railway Company.	18th Nov. 1884 .	44·28	...	...
XXXI	THE NIZAM'S GUARANTEED STATE . .	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 .	330·13	...	...
XXXII	NÁGDÁ-UJJAIN	Bombay, Baroda and Central India Railway Company.	15th July 1896 .	34·32	...	...
XXXIII	THE GAEKWAR'S PETLÁD	Bombay, Baroda and Central India Railway Company.	5th May 1890 .	13·35	...	...
XXXIV	KOLAR GOLD-FIELDS	Madras Railway Company	1st June 1894 .	10·00	...	...
XXXV	PETLÁD-CAMBAY	Bombay, Baroda and Central India Railway Company.	.....	...	20·75	...
	TOTAL .	.....	.....	703·93	20·75	—0·41
	Lines owned by native states and worked by state railway agency.					
XXXVI	RÁJPURA-BHÁTINDA	North Western State Railway.	1st Nov. 1884 .	107·94	...	—0·89
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) (*a*).	North Western State Railway.	15th Mar. 1890 .	15·92	...	...
XXXVIII	LUDHIÁNA DHURI-JAKHAL	Being constructed by the North Western State Railway.	.....	80·32	...	—0·71
	TOTAL .	.....	.....	204·18	...	—1·60
	Total standard gauge .	.....	.....	14,319·46	170·64	—6·33
	METRE GAUGE.					
	States lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—(*c*)					
	TIRHOOT SECTION	Bengal and North-Western Railway Company.	1st Nov. 1875 .	502·80	30·47	+9·25
	COMPANY'S SECTION	Bengal and North-Western Railway Company.	2nd April 1884	779·02	...	—3·57 +0·55
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	231·17	...	...
XLI	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 .	1,673·93	...	...
XLII	PÁLANPUR-DEESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 .	17·28	...	...
XLIII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,042·04	...	...
XLIV	GUNTAKAL-MYSORE-FRONTIER . . .	Southern Mahratta Railway Company.	1st Mar. 1892 .	119·50	...	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) .	Southern Mahratta Railway Company.	1st Feb. 1881 .	293·00	...	...
XLVI	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 .	1,022·37	149·47	+8·16
XLVII	MÁYAVARAM-MUTUPET	South Indian Railway Company.	2nd April 1894 .	53·99	...	...
XLVIII	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895 .	735·76	...	...
XLIX	BURMA	Burma Railways Company	2nd May 1877 .	1,282·50	119·01	—0·49
	TOTAL .	.....	.....	7,756·36	298·95	+13·90
	Carried over .	.....	.....	7,756·36	298·95	+13·90

lines sanctioned and open for traffic on the 31st March 1900.

AGE.	OPEN MILE.							
Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1900.	Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	Remarks.
Miles. 13,556·89	Miles. 12,316·05	Miles. 527·27	Miles. —0·34	Miles. 12,842·98	Miles. 713·91	Miles. 1,393·79		
7·55	7·55	...	...	7·55	...	...	XXVI	
5·44	5·44	...	...	5·44	...	...	XXVII	
145·21	71·74	73·49	—0·02	145·21	...	...	XXVIII	
113·27	113·52	...	—0·25	113·27	...	...	XXIX	
44 28	44·28	...	...	44·28	...	...	XXX	
330·13	330·13	...	...	330·13	...	...	XXXI	
34·32	34·32	...	...	34·32	...	...	XXXII	
13·35	13 35	...	...	13·35	...	...	XXXIII	
10·00	10·00	...	...	10 00	...	...	XXXIV	
20·75	...	...	...	...	20·75	...	XXXV	Under construction.
724·30	630·33	73·49	—0·27	703·55	20·75	...		
107·05	107·94	...	—0·89	107·05	...	....	XXXVI	
15·92	15·92	...	...	15·92	...	...	XXXVII	(a) The British section of this railway forms an integral part of the North Western State railway system.
79·61	...	...	...	...	79·61	...	XXXVIII	Under construction.
202·58	123·86	...	—0·89	122·97	79·61	...		
14,483·77	13,070·24	600·76	—1·50	13,669·50	814·27	1,393·79		
542·52	341·80	73·17	...	414·97	127·55	...	XXXIX	(c) Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
776·00	743·18	...	—3·57 +3·39	743·00	33·00	...		
231·17	231·17	...	...	231·17	...	...	XL	
1,673·93	1,673·93	...	...	1,673·93	...	1·14	XLI	
17·28	17·28	...	...	17·28	...	...	XLII	
1,042·04	1,042·04	...	...	1,042·04	...	...	XLIII	
119·50	119·50	...	...	119·50	...	...	XLIV	
296·00	296·00	...	...	296·00	...	...	XLV	
1,180·00	1,017 88	4·49	+8·16	1,030·53	149·47	...	XLVI	
53·99	53·99	...	...	53·99	...	...	XLVII	
735·76	414·45	20·31	+0·69	435·45	300·31	...	XLVIII	
1,401 02	936 08	57·21	...	993·29	407·73	12·00	XLIX	
8,069·21	6,887·30	155·18	+8·67	7,051·15	1,018·06	13·14		
8,069·21	6,887·30	155·18	+8·67	7,051·15	1,018·06	13·14		

APPENDIX

Statement showing the gauge and classification of railways and lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1898-99 as shown in the last report.	SANCTIONED MILE: Sanctioned during 1899-1900. (Appendix B).	SANCTIONED MILE: Corrections of mileage.
	Brought forward .	.....	.....	Miles. 7,756 36	Miles. 208·95	Miles. +13·90
	METRE GAUGE—*concld.*					
	State lines worked by the State.					
L	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlá, 2′ 6″ gauge branch).	Eastern Bengal State Railway.	28th Aug. 1877 .	503·42	38·83	...
	DACCA SECTION	Eastern Bengal State Railway.	4th Jan. 1885 .	85·92	...	...
LI	CAWNPORE-BUÁHWAL (METRE GAUGE LINK) (*a*).	Oudh and Rohilkhand State Railway.	24th Nov. 1896 .	(*b*) 79·60	...	...
LII	SHADIPALLI BÁLOTRA (BRITISH SECTION) (*c*)	Being constructed by State agency.	.....	(*d*) 69·06	... .	—0·01
	TOTAL .	.....	.....	738·00	38·83	—0·01
	Assisted companies.					
LIII	DEODHUR	Messrs. Burn & Co.	23rd Dec. 1882 .	4·79	...	...
LIV	BRAHMAPUTRA SULTANPUR. . . .	Eastern Bengal State Railway.	1st April 1899 .	59·70	...	—0·20
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	Eastern Bengal State Railway.	15th Oct. 1899 .	55·00	...	—1·63
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	53·92	...	...
LVII	SEGOWLIE-RAXAUL	Bengal and North-Western Railway Company.	1st March 1899 .	18·09	...	...
LVIII	BENGAL-DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893 .	157·95	...	—4·99
LIX	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882 .	77·50	...	...
LX	LEDO AND TIKAK-MARGHERITA COLLIERY	Assam Railways and Trading Company.	17th Feb. 1884 .	7·50	...	...
LXI	AHMEDABAD-PARÁNTÍJ	Bombay, Baroda and Central India Railway Company.	1st May 1897 .	54·59	...	...
LXII	NÍLGIRI	Madras Railway Company.	15th June 1899 .	16·81	...	+0·09
	TOTAL .	.....	.....	505·85	...	—6·73
	Lines owned by native states and worked by companies					
LXIII	THE GAEKWAR'S MEHSÁNA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887 .	92·63	...	...
LXIV	HYDERABAD-GÓDÁVARI VALLEY . . .	Nizam's Guaranteed State Railways Company.	21st Oct. 1899 .	384·28	...	+0·88
LXV	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891 .	29·07	...	...
LXVI	YESVANTPUR-MYSORE FRONTIER . . .	Southern Mahratta Railway Company.	15th Dec. 1892 .	51·35	...	...
LXVII	MYSORE-NANJANGÚD	Southern Mahratta Railway Company.	1st Dec. 1891 .	15·80	...	...
LXVIII	BIRUR-SHIMOGA	Southern Mahratta Railway Company.	1st Dec. 1899 .	37·97	...	+0·53
LXIX	VIJAPUR-KÁLOL	Being constructed by the Bombay, Baroda and Central India Railway Company.	.....	...	29·60	...
LXX	SHORANUR COCHIN	Being constructed by the Madras Railway Company.	.....	65·00	...	...
LXXI	TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION). (*e*)	Being constructed by the South Indian Railway Company.	.....	...	56·86	...
	TOTAL .	.....	.....	676·10	86·46	+1·41
	Carried over .	.....	.....	9,676 31	424·24	+8·57

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1900.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1900.	Length remaining to be finished, (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Miles. 8,069 21	Miles. 6,887·30	Miles. 155·18	Miles. +8·67	Miles. 7,051·15	Miles. 1,018·06	Miles. 13·14		
542·25	478·47	0·64	...	479·11	63·14	...	L	
85·92	85·92	...	...	85·92	...	...		
79·60	(b)79·60	...	...	79·60	...	...	LI	(a) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3·66 miles, being utilized between Daliganj and Aishbagh. (b) Including the length, Bara Banki to Burhwal, laid on a mixed gauge. (c) Under construction. The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway. (d) Under construction. Excluding 55·08 miles, Hyderabad-Shadipalli, standard gauge, railway, to be converted to the metre gauge.
69·05	...	...	...	...	69·05	...	LII	
776·82	643·99	0·64	...	644·63	132·19	...		
4·79	4·79	...	...	4·79	...	...	LIII	
59·50	...	24·50	...	24·50	35·00	...	LIV	
53·37	33·07	20·30	...	53·37	...	...	LV	
53·92	53·92	...	...	53·92	...	...	LVI	
18·09	18·09	...	...	18·09	...	...	LVII	
152·96	36·40	...	...	36·40	116·56	...	LVIII	
77·50	77·50	...	...	77·50	...	...	LIX	
7·50	7·50	...	...	7·50	...	...	LX	
54·59	54·59	...	...	54·59	...	...	LXI	
16·90	...	16·90	...	16·90	...	...	LXII	
499·12	285·86	61·70	...	347·56	151·56	...		
92·63	92·63	...	...	92·63	...	...	LXIII	
385·16	...	154·23	...	154·23	230·93	...	LXIV	
29·07	29·07	...	...	29·07	...	...	LXV	
51·35	51·35	...	...	51·35	...	...	LXVI	
15·80	15·25	0·55	...	15·80	...	...	LXVII	
38·50	...	37·97	+0·53	38·50	...	...	LXVIII	
29·60	...	...	...	...	29·60	...	LXIX	Under construction.
65·00	...	...	...	...	65·00	...	LXX	Under construction.
56·86	...	...	...	...	56·86	...	LXXI	(c) Under construction. The British section of this railway forms an integral part of the South Indian railway.
763·97	188·30	192·75	+0·53	381·58	382·39	...		
10,109·12	8,005·45	410·27	+9·20	8,424·92	1,684·20	13·14		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1898 99 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B).	Corrections of mileage.
	Brought forward .	.....	.....	Miles. 9,676·31	Miles. 424·24	Miles. +8·57
	METRE GAUGE—*concld.*					
	Lines owned and worked by native states.					
LXXII	JODHPUR-BIKANER—					
	JODHPUR SECTION	Jodhpur State .	24th June 1882 .	455·50	...	...
	BIKANER SECTION	Jodhpur State .	8th April 1891 .	167·00	88·00	...
LXXIII	UDAIPUR-CHITOR	Meywar State . . .	1st Aug. 1895 .	67·30	...	...
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD PORBANDAR.	Board of Control representing the proprietary states.	28th Dec. 1880 .	(*a*) 333·84	...	...
LXXV	JETALSAR-RÁJKOT	Bhávnagar-Gondal-Junágad-Porbandar Railway.	12th April 1893	46·23	...	...
LXXVI	JÁMNAGAR	Bhávnagar-Gondal-Junágad-Porbandar Railway.	8th April 1897 .	(*b*) 54·28	...	...
LXXVII	DHRÁNGADRÁ	Bhávnagar-Gondal-Junágad-Porbandar Railway.	1st June 1898 .	20·83	...	...
LXXVIII	JAIPUR	Being constructed by the Jaipur state.	.....	72·85	...	...
	TOTAL .	.....	.....	1,217·83	88·00	...
	Foreign lines.					
LXXIX	WEST OF INDIA PORTUGUESE . . .	West of India Portuguese Railway Company.	17th Jan 1887 .	51·00	...	...
LXXX	PONDICHERRY	South Indian Railway Company.	16th Dec. 1879 .	7·80	...	...
LXXXI	KÁRAIKKAL-PERALAM	South Indian Railway Company.	14th March 1898	14·45	...	...
	TOTAL .	.....	.....	73·25	...	...
	Total metre gauge .	.....	.....	10,967·39	512·24	+8·57
	SPECIAL GAUGES.					
	State line worked by company.					
LXXXII	RAIPUR-DHAMTARI BRANCH (BENGAL-NÁGPUR (2′ 6″).	Being constructed by the Bengal-Nágpur Railway Company.	.....	56·68	...	−0·95
	TOTAL .	...	.....	56·68	...	−0·95
	State lines worked by the State.					
LXXXIII	JORHÁT (2′ 0″)	State agency . . .	15th Dec. 1884	28·50	...	−0·50
LXXXIV	CHERRA-COMPANYGANJ (2′ 6″) (*c*) . .	State agency . . .	16th June 1886 .	...	8·00	...
LXXXV	NOWSHERA-DARGAI (2′ 6″) . . .	Being constructed by the North Western State Railway	.....	...	41·90	...
	TOTAL .	...	.....	28·50	49·90	−0·50
	Assisted companies.					
LXXXVI	DARJEELING-HIMALAYAN (2′ 0″) . .	Darjeeling Himalayan Railway Company.	23rd Aug. 1880 .	51·00	...	...
LXXXVII	BÁRSI LIGHT (2′ 6″)	Bársi Light Railway Company.	1st March 1897 .	54·75	...	...
LXXXVIII	HOWRAH-AMTA (2′ 0″).	Bengal District Road Tramways Company.	1st July 1897 .	28·62	...	+0·07
LXXXIX	HOWRAH-SHEAKHALLA (2′ 0″) . . .	Bengal District Road Tramways Company.	2nd Aug. 1897 .	19·62	...	+0·13
XC	RÁNAGHAT-KRISHNAGAR (2′ 6″) . . .	Bengal District Road Tramways Company.	5th April 1899 .	20·20	...	+0·05
XCI	TÁRAKESHWAR-MAGRA (2′ 6″) . . .	Bengal Provincial Railways Company.	7th Nov. 1894 .	31·12	...	...
XCII	TEZPORE-BÁLIPÁRÁ (2′ 6″)	Tezpore-Bálipárá Steam Tramways Company.	9th Aug. 1894 .	20·10	...	−0·10
XCIII	KALKA-SIMLA (2′ 0″)	Delhi-Umballa-Kalka-Railway Company.	.....	68·00	...	−10·00
	TOTAL .	.....	.....	293·41	...	−9·85
	Carried over .	.....	.....	378·59	49·90	−11·30

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1900.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1900.	Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	Remarks.
Miles. 10,109·12	Miles. 8,005·45	Miles. 410 27	Miles. +9·20	Miles. 8,424·92	Miles. 1,684·20	Miles. 13·14		
455·50	320·50	60·00	...	380·50	75·00	...	LXXII	
255·00	85·50	9·50	...	95·00	160·00	...		
67·30	60·86	6·44	...	67·30	...	...	LXXIII	
(*a*) 333·84	(*a*) 333·84	...	...	(*a*) 333·84	...	...	LXXIV	(*a*) Including 4·87 miles of Bhávnagar Dock estates and Junagád quarry line.
46·23	46·23	...	...	46·23	...	...	LXXV	
(*b*) 54·28	(*b*) 54·28	...	...	(*b*) 54·28	...	...	LXXVI	(*b*) Including 3·99 miles of Bedi Bandar Dock estate sidings.
20·83	20·83	...	...	20·83	...	...	LXXVII	
72·85	...	...	...	...	72·85	...	LXXVIII	Under construction.
1,305·83	922·04	75·94	...	997·98	307·85	...		
51·00	51·00	...	...	51·00	...	...	LXXIX	
7·80	7·80	...	...	7·80	...	...	LXXX	
14·45	14·45	...	...	14·45	...	...	LXXXI	
73·25	73·25	...	...	73 25	...	...		
11,488·20	9,000·74	486·21	+9·20	9,495·15	1,992·05	13·14		
55·73	...	...	...	...	55·73	...	LXXXII	Under construction.
55·73	...	...	...	...	55·73	...		
28·00	28·50	...	—0·50	28 00	...	...	LXXXIII	(*c*) Reconstituted a railway from the 7th July 1899.
8·00	...	8·00	...	8·00	...	...	LXXXIV	
41·90	...	...	...	...	41·90	...	LXXXV	Under construction.
77 90	28·50	8·00	—0·50	36·00	41·90	...		
51·00	51·00	...	...	51·00	...	...	LXXXVI	
54·75	21·75	...	—0·16	21·59	33·16	...	LXXXVII	
28·69	28·62	...	+0·07	28·69	...	...	LXXXVIII	
19·75	19·62	...	+0·13	19·75	...	...	LXXXIX	
20·25	...	20·25	...	20·25	...	...	XC	
31·12	31·12	...	...	31·12	...	...	XCI	
20·00	20·10	...	—0·10	20 00	...	...	XCII	
58·00	...	...	...	...	58·00	...	XCIII	Under construction.
283·56	172·21	20·25	—0·06	192·40	91·16	...		
417·19	200·71	28·25	—0·56	228·40	188·79	...		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1898-99 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B).	Corrections of mileage.
	Brought forward .	.....	.....	Miles. 378·59	Miles. 49·90	Miles. —11·30
	SPECIAL GAUGES—*concld.* Lines owned by native states and worked by companies.					
XCIV	GWALIOR-LIGHT (2′ 0″)—					
	GWALIOR-SIPRI SECTION . . .	Indian Midland Railway Company.	2nd Dec. 1899 .	...	...	+ 73·81
	GWALIOR-BHIND SECTION(*a*) . . .	Indian Midland Railway Company.	2nd Dec. 1899 .	...	...	+(*a*)52·33
XCV	THE GAEKWAR'S DABHOI (2′ 6″) . . .	Bombay, Baroda and Central India Railway Company.	8th April 1873 .	78·80	...	...
XCVI	RAJPIPLA (2′ 6″)	Bombay, Baroda and Central India Railway Company.	1st July 1897 .	37·32	...	+00·5
XCVII	REWAH (2′ 6″)	Rewah State . . .	.....	31·81	...	...
	TOTAL .	.....	.....	147·93	...	+126·19
	Line owned by native state and worked by state railway agency.					
XCVIII	COOCH-BEHAR (2′ 6″)	Eastern Bengal State Railway.	15th Sept. 1893 .	34·22	...	—0·49
	TOTAL .	.....	.....	34·22	...	—0·49
	Lines owned and worked by native state.					
XCIX	MORVI (2′ 6″)	Morvi State . . .	11th March 1886	94·36	...	—1·29
	GWALIOR LIGHT (2′ 0″)*					
	GWALIOR-SIPRI SECTION . . .	.....	.....	72·96	...	—72·96
	GWALIOR BHIND SECTION . . .	.....	.....	44·33	...	—44·33
	TOTAL .	.....	.....	211·65	...	—118·58
	Total special gauges .	.....	.....	772·39	49·90	—4·18
	Total of all railways .	.....	.....	26,059·24	732·78	—1·94
	Steam tramways working outside municipal limits.					
	POWAYAN (2′ 6″ gauge)	Powayan Steam Tramway Company.	17th June 1890 .	39·50	...	...
	DANDOT COLLIERY (2′ 0″ gauge) . . .	North Western State Railway.	1st June 1889 .	6·18	...	...
	CHERRA COMPANYGANJ (2′ 6″ gauge) . .	State agency . . .	16th June 1886	8·00	...	— 8·00
	THATÔN-DUYÍNZÁIK (2′ 6″ gauge) . .	Manager, Thatôn Duyínzáik Tramway.	11th Feb. 1885 .	7·76	...	...
	CALICUT	.....	.....	11·28	...	— 11·28
	PARLÁKIMEDI (2′6″)	Being constructed by the Rajah of Parlákimedi.	.....	...	25·00	...
	MADÚRA DISTRICT (2′ 6″)	Being constructed by Messrs. Wilson and Company of Madras.	.....	...	93·00	...
	TOTAL .	.....	.....	72·72	118·00	—19·28

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1900.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F).	Length laid with two or more tracks.	Classification No.	Remarks.
Total sanctioned length at the end of 1899-1900.	On the 31st March 1899, as shown in the last report.	Opened during 1899-1900 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1900.				
Miles. 417·19	Miles. 200·71	Miles. 28·25	Miles. —0·56	Miles. 228·40	Miles. 188·79	Miles. ...		
73·81	...	73·81	...	73·81	...	...	XCIV	
(*a*) 52·33	...	(*a*)52·33	...	(*a*)52·33	...	...		(*a*) Including 8·00 miles of His Highness the Maharaja Scindia's private line.
78·80	78·80	...	...	78·80	...	...	XCV	
37·37	23·98	13·39	...	37·37	...	...	XCVI	
31·81	...	...	...	...	31·81	...	XCVII	Commencement of work not yet authorized.
274·12	102·78	139·53	...	242·31	31·81	...		
33·73	22·22	11·35	+0·05	33·62	0·11	...	XCVIII	
93·07	94·36	...	—1·29	93·07	...	...	XCIX	
...	...	...	...	...	...	...		* Transferred to lines owned by native states and worked by companies.
...	...	...	...	...	...	...		
93 07	94·36	...	—1·29	93·07	...	...		
818·11	420·07	179·13	—1·80	597·40	220·71	...		
26,790·08	22,491·05	1,266·10	+5·90	23,763·05	3,027·03	1,406·93		
39·50	39·50	...	...	39·50	...	...		
6·18	6·18	...	...	6·18	...	1·83		
...	8·00	...	—8·00	...	...	...		*Vide* foot-note (*c*) on page IX.
7·76	7·76	...	...	7·76	...	...		
...	...	...	...	...	...	...		
25·00	...	...	...	...	25·00	...		Under construction.
93·00	...	...	...	...	93·00	...		Under construction.
171·44	61·44	...	—8·00	53·44	118·00	1·83		

APPENDIX A—*concld.*

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1900.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.					
	At the end of 1898-99.	Sanctioned during 1899-1900. (Appendix B).	Corrections of mileage.	Total sanctioned length at the end of 1899-1900.	On the 31st March 1899.	Opened during 1899-1900 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1900.	Length remaining to be finished (Appendix F).	Length laid with two or more tracks.
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,626·11	128·05	—10·09	4,744·07	4,190·83	131·23	—9·34	4,312·72	431·35	474·25
State lines worked by the State	5,188·34	21·00	+5 84	5,215·19	4,893·54	141·29	+8·46	5,043·29	171·90	282·70
Lines worked by guaranteed companies	2,721·31	0·84	—0·15	2,722·00	2,588·13	24·01	—0·01	2,612·13	109·87	635·44
Assisted companies	875·56	...	+0·07	875 63	643·55	230·74	+0·55	874·84	0·79	...
Lines owned by native states and worked by companies	703·93	20·75	—0·41	724·30	630·33	73·49	—0·27	703·55	20·75	...
Lines owned by native states and worked by state railway agency	204·18	...	—1·60	202·58	123·86	...	—0·89	122·97	79·61	...
TOTAL	14,319·46	170·64	—6·33	14,483·77	13,070·24	600·76	—1·50	13,669·50	814·27	1,393.79
METRE GAUGE.										
State lines worked by companies	7,756·36	298·95	+13·90	8,069·21	6,887·30	155·18	+3·67	7,051·15	1,018·06	13·14
State lines worked by the State	738·09	38·83	—0·01	776·82	643·99	0·64	...	644·63	132·19	...
Assisted companies	505·85	...	—6·73	499·12	285·86	61·70	...	347·56	151·56	...
Lines owned by native states and worked by companies	676·10	86·46	+1·41	763·97	188·30	192·75	+0·53	381·58	382·39	...
Lines owned and worked by native states	1,217·83	88·00	...	1,305·83	922·04	75·94	...	997·98	307·85	...
Foreign lines	73·25	...	...	73·25	73·25	...	...	73·25	...	...
TOTAL	10,967·39	512·24	+8 57	11,488·20	9,000·74	486·21	+9·20	9,496·15	1,992 05	13·14
SPECIAL GAUGES.										
State line worked by company	56·68	...	—0·95	55·73	...	...	...	...	55·73	...
State lines worked by the State	28·50	49·90	—0·50	77·90	28·50	8·00	—0·50	36·00	41·90	...
Assisted companies	293·41	...	—9 85	283·56	172·21	20·25	—0·06	192·40	91·16	...
Lines owned by native states and worked by companies	147·93	...	+126·19	274·12	102·78	139·53	...	242·31	31·81	...
Line owned by native states and worked by state railway agency	34·22	...	—0·49	33·73	22·22	11·35	+0 05	33·62	0·11	...
Lines owned and worked by native state	211·65	...	—118·58	93·07	91·36	...	—1·29	93 07	...	...
TOTAL	772·39	49 90	—4·18	818·11	420·07	179·13	—1·80	597·40	220·71	...
Total of all railways	26,059·24	732·78	—1·94	26,790·08	22,491·05	1,266·10	+5·90	23,763·05	3,027·03	1,406·93
Steam tramways working outside municipal limits	72·72	118·00	—19·28	171·44	61·44	...	—8·00	53·44	118·00	1·83

* Made up as follows:

	Miles.
Length sanctioned at the end of 1898-99	26,059·24
Sanctioned during 1899-1900	732·78
	26,792·02
Add—	
Sakrigbat branch, East Indian railway put in	2·02
South Indian railway sidings now treated as main line	8·16
	10·18
	26,802·20
Deduct—	
Maharajpur branch, East Indian railway, taken out	1·53
Sakrighat branch, East Indian railway, taken out	2 18
	3·71
Net decrease due to corrections of mileage	8·41
Net total length sanctioned at the end of 1899-1900	26,790·08
Length sanctioned at the end of 1898-99	26,059·24
Net increase in sanctioned mileage in 1899-1900	730·84

Railways or sections of railways sanctioned from the 1st April 1899 to the 31st March 1900.

Classification No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian—*			
	Sitarampur to Dowohani	6·99	13th June 1899.	
	Pandra branch of the Jherriah extension	3·24	4th August 1899.	
		10·23		
II	*Bengal Central—*			
	Dum-Dum Cantonment to Pattipookur	2·68	24th April 1899.	
III	*Bengal-Nágpur—*			
	Midnapore to Bujudia	(a) 115·14	1st June 1899.	(a) Commencement of work not yet authorised.
	Total	128·05		
	State line worked by the State.			
XI	*North Western—*			
	Bahá-uddín to Rasul	9·00	...	
	Peshawar to Jamrood	12·00	30th August 1899.	
	Total	21·00		
	Line worked by guaranteed Company.			
XIX	*Madras—*			
	Káyapuram to Beach	0·84	...	
	Line owned by native state and worked by company.			
XXXV	*Petlád-Cambay—*			
	Petlád to Cambay	(a) 20·75	4th July 1899.	
	Total standard gauge	170·64		
	Metre gauge.			
	State lines worked by companies.			
XXXIX	*Bengal and North-Western (Tirhoot section)—*			
	Sakri to Jainagar	(a) 30·47	1st June 1899.	
XLVI	*South Indian—*			
	Madura to Toni Torai	94·00	21st April 1899.	
	Muntanandal to Sivaganga	9·00		
	Tinnevelly-Quilon (Travancore) branch (British Section)	46·47		
		149·47		
XLIX	*Burma—*			
	Bassein *vid* Henzada to Tharrawaddy	119·01	7th September 1899.	
	Total	298·95		
	State line worked by the State.			
L	*Eastern Bengal—*	38·83	13th September 1899.	
	Teesta to Dhubri			
	Lines owned by native states and worked by companies.			
LXIX	*Vijapur-Kalol—*			
	Vijapur to Kalol	29·60	23rd May 1899.	
LXXI	*Tinnevelly-Quilon (Travancore) branch (Native state section)*	56·86	21st April 1899.	
	Total	86·46		
	Line owned and worked by native state.			
LXXII	*Jodhpur-Bikaner (Bikaner section)—*			
	Suratgarh to Bhátinda	88·00	15th July 1899.	
	Total metre gauge	512·24		
	Special gauges.			
	State lines worked by the State.			
LXXXIV	*Cherra-Companyganj (2′ 6″)*	8·00		
LXXXV	*Nowshera-Dargai (2′ 6″)—*			
	Nowshera to Dargai	41·90	15th May 1899.	
	Total special gauges	49·90		
	GRAND TOTAL	732·78		
	Steam tramways working outside Municipal limits.			
	Parlakimedi (2′ 6″)	25·00	28th April 1899.	
	Madura District (2′ 6″)	93·00	3rd May 1899.	
	Total	118·00		

APPENDIX

Railways or sections of railways opened for traffic from the 1st April 1899 to the 31st March 1900.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	STANDARD GAUGE.			
	State lines worked by companies.			
I	*East Indian—*			
	MOGHAL SARAI TO GYA	125·48	1st March 1900.	
II	*Bengal-Nágpur—*			
	KHARGPUR TO THE RIGHT BANK OF THE COSSYE RIVER.	5·75	20th December 1899.	For goods traffic. For passenger traffic on 1st February 1900.
	TOTAL	131·23		
	State lines worked by the State.			
XI	*North Western—*			
	Mari-Attock section—			
	DAUD KHEL (NEAR MÁRI) TO JAND	56·81	1st April 1899.	
	BASÁL (NEW PIND SULTAN) TO CAMPBELLPUR CANTONMENT	18·80	1st April 1899.	
		133·61		
	LYALLPUR TO TOBA TEK SINGH	49·00	22nd June 1899.	
	BAHÁ-UDDÍN TO RASÚL	9·00	4th January 1900.	For goods traffic. For parcels traffic on 10th January 1900.
XIV	*Eastern-Bengal—*			
	SHIVARAMPUR TO FARIDPUR	7·43	1st April 1899.	
	BANSRA DIVERSION	0·25	5th March 1900.	
		7·68		
	TOTAL	141·29		
	Lines worked by guaranteed companies.			
XVII	*Great Indian Peninsula—*			
	JALGAON TO DHARANGAON	19·00	20th Feburary 1900.	For goods traffic.
XIX	*Madras—*			
	WALAJAH ROAD TO RANIPET	4·17	17th April 1899.	
	RÁYAPURAM TO BEACH	0·84	22nd January 1900.	
		5·01		
	TOTAL	24·01		
	Assisted companies.			
XXII	*South Behar (Luckeeserai-Gya)*			
	LUCKEESERAI TO WAZIRGANJ	65·00	3rd July 1899.	
	WAZIRGANJ TO GYA	13·83	10th July 1899.	
		78·83		
XXIV	*Hardwar-Dehra—*			
	HARDWAR TO DEHRA	32·05	1st March 1900.	
XXV	*Tápti-Valley—*			
	VYÁRÁ TO CHINCHPÁDA	36·00	10th July 1899.	
	CHINCHPÁDA TO NÁNDURBAR	25·86	8th October 1899.	
	NANDURBAR TO DONDAICHE	21·00	11th November 1899.	
	DONDAICHE TO NARDÁNA	20·00	25th November 1899.	For goods traffic. For passenger traffic on 15th March 1900
	NARDÁNA TO AMALNER	17·00	15th March 1900.	
		119·86		
	TOTAL	230·74		
	Line owned by native state and worked by company.			
XXVIII	*Bína-Goona-Bárán—*			
	GOONA TO BÁRÁN	73·49	15th May 1899.	
	TOTAL STANDARD GAUGE	600·76		
	METRE GAUGE.			
	State lines worked by companies.			
XXXIX	*Bengal and North-Western (Tirhoot section)—*			
	BARAUNI JUNCTION TO THANAH BIHPUR	66·17	1st March 1900.	
	SAHEBPOOR KAMAL TO MONGHYR GHÂT (MONGHYR GHÂT BRANCH)	7·00	1st March 1900.	
		73·17		
XLVI	*South Indian—*			
	NEGAPATAM TO NAGORE	4·49	1st December 1899.	
XLVIII	*Assam-Bengal—*			
	BADARPUR TO DÁMCHARA	17·21	23rd April 1899	For goods traffic.
	LUMDING (TEMPORARY STATION) TO LUMDING	3·10	20th February 1900.	For goods traffic.
		20·31		
XLIX	*Burma—*			
	MEIKTILA TO NEW MEIKTILA STATION	1·21	1st November 1899.	
	NEW MEIKTILA STATION TO MYINGYAN	56·00	15th November 1899.	
		57·21		
	TOTAL	155·18		
	State line worked by the State.			
L	*Eastern-Bengal—*			
	SANTRABARI EXTENTION (BRITISH SECTION) 2' 6"—			
	SOUTH BANK OF KALJANI RIVER TO ÁLIPUR DUAR	0·64	14th November 1899.	For goods traffic. For passenger traffic on 18th January 1900.
	Carried over	155·82		

C.

Railways or sections of railways opened for traffic from the 1st April 1899 to the 31st March 1900.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Brought forward	155·82		
	Metre gauge—*contd.*			
	Assisted companies.			
LIV	*Brahmaputra Sultanpur—*			
	Santahar to Bogra	24·50	1st April 1899.	
LV	*Mymensingh-Jamálpur-Jagannathganj—*			
	Singhjani to Jagannathganj	20·30	22nd October 1899.	For goods traffic. For passenger traffic on 1st December 1899.
LXII	*Nilgiri—*			
	Mettupálaiyam to Coonoor	16·90	15th June 1899.	
	Total	61·70		
	Lines owned by native states and worked by companies.			
LXIV	*Hyderabad-Gódávari Valley—*			
	Manmád to Jalna	109·36	21st October 1899.	For goods traffic. For passenger traffic on 7th December 1899.
	Jalna to Sailu	44·87	7th December 1899.	
		154·23		
LXVII	*Mysore-Nanjangúd—*			
	Nanjangúd station to a point nearer Nanjangúd town	0·55	12th July 1899.	
LXVIII	*Birur-Shimoga—*			
	Birur to Shimoga	37·97	1st December 1899.	
	Total	192·75		
	Lines owned and worked by native states.			
LXXII	*Jodhpur-Bikaner—*			
	Jodhpur section—			
	Bálotra to Bármer	60·00	15th May 1899.	
	Bikaner section—			
	Gigasar to Palána	9·50	26th June 1899.	
		69·50		
LXXIII	*Udaipur-Chitor—*			
	Debari to Udaipur	6·44	25th August 1899.	
	Total	75·94		
	Total metre gauge	486·21		
	Special gauges.			
	State line worked by the state.			
LXXXIV	*Cherra-Companyganj (2′ 6″)*	8·00	...	Reconstituted a railway for administrative purposes from the 7th July 1899.
	Assisted company.			
XC	*Ránaghat-Krishnagar (2′ 6″)—*			
	Aistala Ghat to Krishnagar	20·25	5th April 1899.	
	Lines owned by native states and worked by companies.			
XCIV	*Gwalior Light (2′ 0″)—*			
	Gwalior-Sipri section	73·81	2nd December 1899.	
	Gwalior-Bhind section	(*a*) 52·33	2nd December 1899.	(*a*) Including 8·00 miles of His Highness the Maharaja Scindia's private line.
		126·14		
XCVI	*Rajpipla (2′ 6″)—*			
	Umalla to Amletha	7·85	1st June 1899.	For Goods traffic. For passenger traffic on 13th November 1899.
	Amletha to Nándod	5·54	20th July 1899.	
		13·39		
	Total	139·53		
	Line owned by native state and worked by state railway agency.			
XCVIII	*Cooch Behar (2′ 6″)—*			
	Cooch Behar to Alipur Duar (temporary station)	10·91	15th April 1899.	
	Alipur Duar (temporary station) to south bank of Kaljani river	0·44	14th November 1899.	For goods traffic. For passenger traffic on 18th January 1900.
		11·35		
	Total Special gauges	179·13		
	Grand Total	1,266·10		

APPENDIX D. APPENDIX

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	Railway.	Mileage open at the end of 1894-95.	Opened during 1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	Mileage open at the end of 1899-1900.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	STANDARD GAUGE.									
	State lines worked by companies.									
I	EAST INDIAN	1,672½	28½	4½	1¼	5¼	125½	1,836¼	I	
II	BENGAL CENTRAL	...	...	(a) 125	...	...	...	125	II	(a) Transferred from "State lines worked by the State" on the 1st January 1897.
III	BENGAL-NÁGPUR	860¾	...	...	...	323½	5¾	1,190¼	III	
IV	INDIAN MIDLAND	677¼	1¾	...	47¾	68¼	...	796¼	IV	
V	BHOPAL-ITÁRSI (BRITISH SECTION.)	13	...	...	...	...	...	13	V	
VI	GODHRA-RUTLAM-NÁGDÁ	115¼	...	25¾	...	...	...	141	VI	(b) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
VII	WARDHA COAL	45	...	...	...	...	...	45	VII	
VIII	DHOND-MANMÁD	145½	...	...	...	...	...	145½	VIII	
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	(b) 20½	...	...	...	...	20½	IX	(c) Including the Mushkaf-Bolan Railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section, owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	...	9	...	...	...	...	...		
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	54¾	155¾	49	397¼	131¼	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,529¼	3,588½	3,740	3,791¼	4,190⅝	...	4,312⅝		(d) Transferred to "State lines worked by companies" on the 1st January 1897.
	State lines worked by the State.									(e) Including the Bezwada-Gódávari section transferred for working from "State lines worked by companies."
XI	NORTH WESTERN	2,429½	103½	(c) 264	...	...	133½	2,953¾	XI	
XII	HYDERABAD-SHADIPALLI	59	...	...	...	...	...	59	XII	
XIII	OUDH AND ROHILKHAND	796½	...	15½	...	138½	...	950¾	XIII	
XIV	EASTERN BENGAL	248½	...	...	...	9½	7½	268	XIV	(f) The Bezwada extension of this line has been excluded, for reasons given in remark (e) and shown under "State lines worked by companies." Excludes also the metre gauge link between Tadépalli and Bezwada.
	BENGAL CENTRAL	125	...	(d) 125	...	...	...	...		
XV	CALCUTTA PORT COMMISSIONERS'	6½	...	...	...	...	...	8½	XV	
XVI	EAST COAST	(e) 375	(f) 113¾	47	...	2	...	(g) 803¼	XVI	(g) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge.)
	ENNÚR-BEZWADA SECTION (BEZWADA-MADRAS)	...	...	...	...	230½	...	...		
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	217¼	201¼	...	380¼	141¼	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	4,039½	4,262¾	4,468½	4,489¾	4,893⅛	...	5,043¼		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D.

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	Railway.	Mileage open at the end of 1894-95.	Opened during 1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	Mileage open at the end of 1899-1900.	Classification No.	Remarks.
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVII	GREAT INDIAN PENINSULA	1,286¾	...	1	..	...	19	1,307	XVII	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	460¾	...	...	...	...	...	460¾	XVIII	
XIX	MADRAS	839¼	...	...	...	...	5	844¼	XIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	1	...	...	24	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,586¾	2,587	2,588	2,588	2,588	...	2,612		
	Assisted companies.									
XX	DELHI-UMBALLA-KALKA	161½	...	...	...	...	...	162¼	XX	
XXI	TARKESSUR	22¼	...	...	...	...	...	22¼	XXI	
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	...	...	...	...	...	78¾	78¾	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	...	...	399¾	23¼	...	423¼	XXIII	
XXIV	HARDWAR-DEHRA	...	...	...	...	...	32	32	XXIV	
XXV	TÁPTI VALLEY	...	...	...	...	36	120	155¾	XXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	399¾	59¼	230¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	183¾	183¾	182¾	584¼	643¾	...	874¾		
	Lines owned by native states and worked by companies.									
XXVI	KHÁMGAON	7½	...	...	...	...	...	7½	XXVI	
XXVII	AMRÁOTI	5½	...	...	...	...	...	5½	XXVII	
XXVIII	BINA-GOONA-BÁRÁN	...	72¼	...	...	...	73½	145¼	XXVIII	
XXIX	BHOPAL-UJJAIN	...	113¼	...	...	...	...	113¼	XXIX	
XXX	BHOPAL-ITÁRSI-(NATIVE STATE SECTION)	44	...	...	...	...	...	44¼	XXX	
XXXI	THE NIZAM'S GUARANTEED STATE	(*a*) 332¼	...	...	...	...	...	(*b*) 330½	XXXI	(*a*) Including the Trimulgherry troop siding.
XXXII	NÁGDÁ-UJJAIN	...	...	34¾	...	...	...	34¼	XXXII	
XXXIII	THE GAEKWAR'S PETLÁD	13¼	...	...	...	...	...	13¼	XXXIII	(*b*) Excluding the Trimulghery troop siding.
XXXIV	KOLAR GOLD-FIELDS	10	...	...	...	...	...	10	XXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	185¾	34¾	...	...	73½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	412½	598¼	632¾	632¾	630¼	...	703½		
	Lines owned by native states and worked by state railway agency									
XXXVI	RÁJPURA-BHÁTINDA	108	...	...	...	...	...	107	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	124	124	124	124	124	...	123		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR	...	457¾	392½	448¾	856¾	600¾	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,875¾	11,344½	11,736	12,210	13,070¼	...	13,669		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous Administration reports.

APPENDIX

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification. No.	Railway.	Mileage open at the end of 1894-95.	Opened during					Mileage open at the end of 1899-1900.	Classification No.	Remarks.
			1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.			
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN—								XXXIX	
	TIRHOT-SECTION . . .	341¾	...	...	...	...	73¼	415		
	COMPANY'S SECTION . .	420¾	...	63½	40	227½	...	743		
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) .	231¼	...	...	...	...	...	231¼	XL	
XLI	RAJPUTANA-MALWA . .	1,674	...	...	...	...	...	1,674	XLI	
XLII	PÁLANPUR-DEESA . .	17¼	...	...	...	...	...	17¼	XLII	
XLIII	SOUTHERN MAHRATTA . .	1,042	...	...	...	...	...	1,042	XLIII	
XLIV	GUNTAKAL-MYSORE FRONTIER	119½	...	...	...	...	...	119½	XLIV	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	(a) 296 (b)	...	...	...	...	...	296	XLV	(a) Excluding the Yesvantpur-Dodballapur and Mysore-Nanjangúd sections, shown as Nos. LXVI and LXVII, respectively.
XLVI	SOUTH INDIAN	1,041½	...	...	...	(c) —23¾	4½	1,030½	XLVI	(b) 63 miles transferred to the Guntakal-Mysore frontier railway.
XLVII	MÁYAVARAM-MUTUPET . .	54	...	...	...	...	...	54	XLVII	(c) Gudur Nellore section converted to the standard gauge and included with the mileage of the Washermenpet-Ennúr section of the Bezwada-Madras railway.
XLVIII	ASSAM BENGAL . . .	...	159	201¾	...	54	20¼	435½	XLVIII	(d) Transferred from "State lines worked by the State."
XLIX	BURMA	...	...	(d) 886½	50	...	57¼	993¾	XLIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	159	1,151¾	90	257¾	155¼	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	5,238	5,390¾	6,543	6,630¼	6,892	...	7,051¼		
	State lines worked by the State.									
L	EASTERN BENGAL— NORTHERN AND BEHAR sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) . .	478½	...	...	...	...	½	479	L	
	DACCA SECTION . . .	86	...	...	...	...	...	86		
LI	CAWNPORE-BURHWAL (METRE GAUGE LINK) . . .	...	...	(e) 34½	45	...	...	79½	LI	(e) Including 16¾ miles from Burhwal to Bara Banki, and half a mile on the Cawnpore bridge laid on a mixed gauge.
	BURMA	745½	141¼	(f) —886½	...	...	...	...		(f) Transferred to "State lines worked by companies."
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	141¼	—852	45	...	½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	1,310	1,451	599	644	644	...	644½		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D—*contd.*

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	Railway.	Mileage open at the end of 1894-95.	Opened during					Mileage open at the end of 1899-1900.	Classification No.	Remarks.
			1895-96.	1896-97	1897-98.	1898-99.	1899-1900.			
	Metre Gauge—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LIII	Deoghur	4⅜	...	...	...	...	...	4⅜	LIII	
LIV	Brahmaputra-Sultanpur .	...	...	...	...	...	24½	24½	LIV	
LV	Mymensingh-Jamálpur-Jagannathganj . . .	...	...	...	...	33	20¼	53¼	LV	
LVI	Rohilkund and Kumaon (Company's section) . .	54	...	...	...	...	...	54	LVI	
LVII	Segowlie-Raxaul . .	...	...	...	...	18	...	18	LVII	
LVIII	Bengal-Dooars . . .	36½	...	...	...	...	...	36½	LVIII	
LIX	Dibru-Sadiya . . .	77½	...	...	...	...	...	77½	LIX	
LX	Ledo and Tikak-Margherita colliery	...	...	...	10	...	...	7½	LX	
LXI	Ahmedabad-Parántij . .	...	...	...	54½	...	...	54½	LXI	
LXII	Nílgiri	...	...	...	...	...	16¾	16¾	XLII	
	Total mileage opened during each year . .	...	...	...	64½	51	61½	...		
	Total open mileage at the end of each year . .	172¾	286	172½	172¾	137¼	...	347½		
	Lines owned by native states and worked by companies.									
LXIII	The Gaekwar's Mehsána .	92¾	...	...	...	...	...	92¾	LXIII	
LXIV	Hyderabad-Gódávari Valley	...	...	...	...	...	154¼	154¼	LXIV	
LXV	Kolhápur	29	...	...	...	..	...	29	LXV	
LXVI	Yesvantpur-Mysore Frontier	(*a*)51¼	...	...	...	...	...	51¼	LXVI	(*a*) Yesvantpur-Dodballapur section previously included with the Mysore section (Southern Mahratta).
LXVII	Mysore-Nanjangúd . .	(*b*)15¼	...	...	...	...	½	15¾	LXVII	(*b*) Previously included with the Mysore section (Southern Mahratta).
LXVIII	Birur Shimoga . . .	...	...	...	...	...	38	38½	LXVIII	
	Total mileage opened during each year . . .	...	...	...	...	...	192¾	...		
	Total open mileage at the end of each year . . .	188¼	188¼	188¼	188¼	188¼	...	381½		
	Lines owned and worked by native states.								LXXII	
LXXII	Jodhpur-Bikaner—Jodhpur section . .	320½	...	...	...	...	60	380½		
	Bikaner section . .	43½	42	...	...	...	9½	95		
LXXIII	Udaipur-Chitor . .	...	...	60½	...	...	6½	67¼	LXXIII	
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar . . .	334	...	...	...	...	...	333¾	LXXIV	
LXXV	Jetalsar-Rájkot . . .	46¼	...	...	...	...	...	46¼	LXXV	
LXXVI	Jámnagar	...	...	...	...	54¼	...	54¼	LXXVI	
LXXVII	Dhrángadrá	...	20¾	...	...	...	...	21	LXXVII	
	Total mileage opened during each year . . .	...	62¾	60¼	...	54½	76	...		
	Total open mileage at the end of each year . .	744½	922	804	804	858¼	...	998		
	Foreign lines.									
LXXIX	West of India Portuguese .	51	...	...	...	...	...	51	LXXIX	
LXXX	Pondicherry	7¾	...	...	...	...	...	7¾	LXXX	
LXXXI	Káraikkal-Peralam . .	...	...	...	...	14½	...	14½	LXXXI	
	Total mileage opened during the year . . .	...	...	...	...	14½	...	...		
	Total open mileage at the end of each year . .	58¾	73¼	58¾	58¾	73¼	...	73¼		
	Total metre gauge mileage opened during each year .	...	371½	360½	299½	268¼	486¼	...		
	Total metre gauge open mileage at the end of each year	7,712	9,000¾	8,065¼	8,365¾	8,631½	...	9,495¼		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—*concld.*

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	Railway.	Mileage open at the end of 1894-95.	Opened during 1895-96.	1896-97.	1897-98	1898-99.	1899-1900.	Mileage open at the end of 1899-1900.	Classification No.	Remarks.
	Special Gauges.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by the State.									
LXXXIII	Jorhát (2' 6")	28	...	...	...	...	...	28	LXXXIII	
LXXXIV	Cherra-Companygánj (2' 6")	...	...	...	...	...	8	8	LXXXIV	
	Total mileage opened during each year	...	...	...	...	...	8	...		
	Total open mileage at the end of each year	...	28½	...	...	...	...	36		
	Assisted companies.									
LXXXVI	Darjeeling-Himalayan (2' 0")	51	...	...	...	...	...	51	LXXXVI	
LXXXVII	Bársi Light (2' 6")	...	...	...	21½	...	...	21½	LXXXVII	
LXXXVIII	Howrah-Amta (2' 0") (a)	...	28½	...	...	...	...	28¾	LXXXVIII	(a) The Indian Railways Act has been applied from the 7th October 1898.
LXXXIX	Howrah-Sheakhalla (2'0") (a)	...	(d)19½	...	...	...	...	(a)19¾	LXXXIX	
XC	Ránaghat-Krishnagar (2 6")	...	...	...	...	...	20½	20½	XC	
XCI	Tárakeshwar-Magra (2'6") (b)	...	31½	...	...	...	...	31½	XC	(b) The Indian Railways Act has been applied from the 19th May 1896.
XCII	Tezpur-Bálipárá (2' 6") (c)	...	20¼	...	...	...	...	20	XCII	
	Total mileage opened during each year	...	99½	...	21½	..	20¼	...		(c) The Indian Railways Act has been applied from the 3rd May 1898.
	Total open mileage at the end of each year	51	172¼	51	72½	72¾	...	192½		(d) The Howrah-Kadamtollah section of the Howrah-Amta railway is worked over.
	Lines owned by native states and worked by Companies.									
XCIV	Gwalior Light (2' 0")—Gwalior-Sipri Section	...	...	...	...	...	74	74	XCIV	
	Gwalior-Bhind Section	...	...	...	...	...	52¼	52¼		
XCV	The Gaekwar's Dabhoi (2' 6")	71¾	...	...	...	7½	...	79	XCV	
XCVI	Rajpipla (2' 6")	...	5	...	...	19	13½	37½	XCVI	
	Total mileage opened during each year	...	5	...	...	26¼	139½	...		
	Total open mileage at the end of each year	71¾	102¾	71¾	71¾	97¾	...	242½		
	Line owned by native state and worked by state railway agency.									
XCVIII	Cooch Behar (2' 6")	22¼	3¼	...	...	...	11½	33½	XCVIII	
	Total mileage opened during each year	...	...	...	...	...	11½	...		
	Total open mileage at the end of each year	...	...	...	...	...	...	33½		
	Line owned and worked by native state.									
XCIX	Morvi (2' 6")	94½	...	...	...	...	...	93	XCIX	
	Total mileage opened during each year	...	...	...	...	...	...	...		
	Total open mileage at the end of each year	...	...	...	...	...	...	93		
	Total mileage of special gauge railways opened during each year	...	...	21½	26¼	107½	179	...		
	Total open mileage of special gauge railways at the end of each year	267½	267¼	288½	315¼	420	...	597½		
	Total mileage of all railways opened during each year	...	818¼	713¾	743¼	1,320¼	1266	...		
	Total open mileage of all railways at the end of each year	18,855¼	19,677	20,390¼	21,156¾	22,491	...	23,763		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

Length of railways open for traffic at the end of the calendar years 1894 and 1899; and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	Railway.	Mileage open at the end of 1894.	Opened during 1895.	1896.	1897.	1898.	1899.	Mileage open at the end of 1899.	Classification No.	Remarks.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian . . .	1,664	36	4¾	1½	5½	...	1,710¾	I	
II	Bengal Central (*a*) . .	...	...	...	(*e*) 125	...	...	125	II	(*a*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
III	Bengal-Nágpur . . .	861	...	...	...	206½	122½	1,190¼	III	
IV	Indian Midland . . .	677¼	1¾	...	...	47¾	68¼	796¼	IV	
V	Bhopal-Itárasi (British section)	13	...	...	...	...	...	13	V	
VI	Godhra-Rutlam-Nágdá .	115½	...	25¾	...	...	...	141¼	VI	
VII	Wardha Coal . . .	45	...	...	...	...	...	45	VII	
VIII	Dhond-Manmád . . .	145½	...	...	...	...	...	145½	VIII	
IX	Bezwada extension (East Coast State) . . .	(*b*) 20½	...	...	...	...	...	20½	IX	(*b*) Excluding the Bezwada-Gódávari section of the East Coast State railway retransferred from the 1st January 1894 to "State lines worked by the State."
	Washermenpet-Ennúr section (Bezwada-Madras) .	...	...	8½	...	...	(*g*)–8½	...		
	Total mileage opened during each year .	...	37¾	39	126¼	259¾	190¾	...		(*c*) Including the Bezwada-Gódávari section.
	Total open mileage at the end of each year . .	3,541¾	3,579½	3,614¾	3,743¾	4,005¾	...	4,187½		(*d*) The metre-gauge line from Tadépalli to Bezwada has been excluded from the mileage of this railway.
	State lines worked by the State.									
XI	North Western . . .	2,429½	45½	236½	85¾	...	124½	2,944¾	XI	
XII	Hyderabad-Shadipalli .	59	...	...	...	...	...	59	XII	(*e*) Transferred on the 1st January 1897 from "State lines worked by the State."
XIII	Oudh and Rohilkhand .	796½	...	15½	...	138¼	...	950¾	XIII	
XIV	Eastern Bengal . . .	248½	...	...	...	9½	7½	267¾	XIV	(*f*) Transferred to "State lines worked by companies" on the 1st January 1897.
	Bengal Central (*a*) . .	125	...	...	(*f*)–125	...	...	...		
XV	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8½	XV	(*g*) Incorporated with the East Coast State Railway.
XVI	East Coast	(*c*) 354½	(*d*) 72½	73½	38	1¾	(*h*)260	803¼	XVI	
	Ennúr-Bezwada section (Bezwada-Madras) . .	...	...	...	...	178¼	(*g*)–178¼	...		(*h*) Bezwada-Madras railway taken over during the year 75¾ miles of which were opened during the year.
	Total mileage opened during each year .	...	118	325	–1¼	327¾	392	...		
	Total open mileage at the end of each year . .	4,019¼	4,143	4,472½	4,489¼	4,817½	...	5,034		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—*contd.* APPENDIX

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	Railway.	Mileage open at the end of 1894.	Opened during 1895.	1896.	1897.	1898.	1899.	Mileage open at the end of 1899.	Classification No.	Remarks.
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVII	GREAT INDIAN PENINSULA .	1,287	...	1	...	...	...	1,288	XVII	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	460¾	...	...	...	...	...	460¾	XVIII	
XIX	MADRAS	839½	...	...	...	...	4½	843½	XIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	...	1	...	...	4½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR .	2,587	2,587	2,588	2,588	2,588	...	2,592½		
	Assisted Companies.									
XX	DELHI-UMBALLA-KALKA .	161½	...	...	...	...	...	162½	XX	
XXI	TARKESSUR	22¼	...	...	...	...	...	22¼	XXI	
XXII	SOUTH BEHAR	...	...	...	...	...	78¾	78¾	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	...	...	399¾	...	23¾	423¾	XXIII	
XXV	TÁPTI VALLEY	...	...	...	...	36	102¾	133¾	XXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	...	...	399¾	36	204¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	183¾	183¾	182¾	584¼	620¼	...	820¾		
	Lines owned by native states and worked by companies.									
XXVI	KHÁMGAON	7½	...	...	...	...	...	7½	XXVI	
XXVII	AMRÁOTI	5½	...	...	...	...	...	5½	XXVII	
XXVIII	BINA-GOONA-BÁRÁN . .	...	72¼	...	...	...	73½	145¼	XXVIII	
XXIX	BHOPAL-UJJAIN . . .	...	113½	...	...	...	...	113½	XXIX	
XXX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44¼	XXX	
XXXI	THE NIZAM'S GUARANTEED STATE	332¼	...	...	...	...	...	330	XXXI	
XXXII	NÁGDÁ-UJJAIN . . .	...	...	34½	...	...	...	34½	XXXII	
XXXIII	THE GAEKWAR'S PETLÁD .	13¼	...	...	...	...	...	13¼	XXXIII	
XXXIV	KOLAR GOLD-FIELDS . .	10	...	...	...	...	..	10	XXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	185¾	34½	...	...	73½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	412½	598½	632½	632¾	630½	...	703½		
	Lines owned by native states and worked by state railway agency.									
XXXVI	BÁJPURA-BHÁTINDA . .	108	...	...	...	...	...	107	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . .	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	124	124	124	124	124	...	123		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR	...	341½	399½	524¾	623½	865¼	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,868½	11,215½	11,614½	12,162	12,786	...	13,461		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*contd.*

Length of railways open for traffic at the end of the calendar years 1894 and 1899, aad progress made in the opening of railways during the calendar years, 1895 to 1899.

Classification No.	Railway.	Mileage open at the end of 1894.	Opened during 1895.	1896.	1897.	1898.	1899.	Mileage open at the end of 1899.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Metre gauge.									
	State lines worked by companies.									
XXXIX	Bengal and North-Western (*a*)—								XXXIX	(*a*) Athough for convenience classed amongst state railways, the company's section of this railway is the property of the Bengal and North Western Railway Company.
	Tirhoot section	341¾	...	...	...	...	...	341¾		
	Company's section	414½	..	63½	12¾	100¾	157¼	743		
XL	Lucknow-Bareilly section (Rokilkund and Kumaon)	231¼	...	...	...	...	...	231¼	XL	
XLI	Rajputana-Malwa	1,674	...	...	...	...	...	1,674	XLI	
XLII	Pálanpur-Deesa	17¼	...	...	...	...	...	17¼	XLII	
XLIII	Southern Mahratta	1,042	...	...	...	...	...	1,042	XLIII	
XLIV	Guntakal-Mysore frontier	119½	...	...	...	...	...	119½	XLIV	
XLV	Mysore section (Southern Mahratta)	296	...	...	...	...	...	296	XLV	
XLVI	South Indian	1,041½	...	...	...	(*f*)—23¾	4½	1,030½	XLVI	
XLVII	Máyavaram-Mutupet	54	...	...	...	...	...	54	XLVII	
XLVIII	Assam-Bengal	...	129½	156½ (*b*)&(*c*)	74¾	18½	35½	432½	XLVIII	(*b*) Transferred from "State lines worked by the State."
XLIX	Burma	...	...	886¼	1¼	49½	56	993½	XLIX	
	Total mileage opened during each year	...	129½	1,106½	88¾	145	272	...		(*c*) Including 52¼ miles opened during 1896.
	Total open mileage at the end of each year	5,231¾	5,361¼	6,468¼	6,550½	6,695¼	...	6,975		(*d*) Including 16¾ miles from Burhwal to Bara Banki, and ¼ a mile on the Cawnpore bridge laid on a mixed gauge.
	States lines worked by the State.									(*e*) Transferred to "State lines worked by companies."
L	Eastern Bengal— Northern and Behar sections (including the Kaunia Dharlla, 2'6" gauge, branch)	478½	...	...	...	...	½	479	L	(*f*) Gudur-Nellore section converted to the standard gauge and included with the mileage of the Bezwada Madras section of the East Coast State railway.
	Dacca section	86	...	...	...	...	...	86		
LI	Cawnpore-Burhwal (metre gauge link)	...	...	(*d*)34½	45	...	...	(*d*)79½	LI	
	Burma	745¼	89	(*e*) —834¼	...	...	...	...		
	Total mileage opened during each year	...	89	—799¼	45	...	½	...		
	Total open mileage at the end of each year	1,309¼	1,398¾	599	644	644	...	644½		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	Railway.	Mileage open at the end of 1894.	Opened during 1895	1896.	1897.	1898.	1899.	Mileage open at the end of 1899.	Classification No.	Remarks.
	METRE GAUGE—*concld.*	Miles	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LIII	DEOGHUR	4¾	...	...	...	...	...	4¾	LIII	
LIV	BRAHMAPUTRA-SULTANPUR	...	...	...	...	...	24½	24½	LIV	
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	...	...	...	...	33	20¼	53¼	LV	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54	...	...	...	...	...	54	LVI	
LVII	SEGOWLIE RAXAUL	...	...	...	...	...	18	18	LVII	
LVIII	BENGAL DOOARS	36½	...	...	...	...	...	36½	LVIII	
LIX	DIBRU-SADIYA	77½	...	...	...	...	...	77½	LIX	
LX	LEDO AND TIKAK-MARGHERITA-COLLIERY	...	...	...	10	...	...	7½	LX	
LXI	AHMEDABAD-PARÁNTIJ	...	...	...	54½	...	...	54½	LXI	
LXII	NÍLGIRI	...	...	...	...	...	17	17	LXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	64½	33	79¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	172¾	172¾	172¾	237½	267¾	....	347½		
	Lines owned by native states and worked by companies.									
LXIII	THE GAEKWAR'S MEHSÁNA	92¾	...	...	...	...	...	92¾	LXIII	
LXIV	HYDERABAD GÓDÁVARI VALLEY	...	...	...	...	...	154½	154½	LXIV	
LXV	KOLHÁPUR	29	...	...	...	...	...	29	LXV	
LXVI	YESVANTPUR-MYSORE FRONTIER	51¼	...	...	...	...	...	51¼	LXVI	
LXVII	MYSORE-NANJANGÚD	15¼	...	...	...	...	½	15¾	LXVII	
LXVIII	BIRUR-SHIMOGA	...	...	...	...	...	38	38½	LXVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	...	192¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	188¼	188¼	188¼	188¼	188¼	...	381½		
	Lines owned and worked by native states.									
LXXII	JODHPUR-BIKANER— JODHPUR SECTION / BIKANER SECTION	364	...	...	...	42	69½	475½	LXXII	
LXXIII	UDAIPUR-CHITOR	...	60½	...	...	...	6½	67¼	LXXIII	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	334	...	...	...	...	...	(*a*) 334	LXXIV	(*a*) Includidg 4·87 miles of Bhávnagar Dock estates and Junágad quarry lines.
LXXV	JETÁLSAR-RÁJKOT	46¼	...	...	...	...	...	46¼	LXXV	
LXXVI	JÁMNAGAR	...	...	...	54¼	...	...	(*b*) 54¼	LXXVI	(*b*) Including 3·99 miles Bedi Bandar Dock estate siding.
LXXVII	DHRÁNGADRÁ	...	...	...	...	20¾	...	20¾	LXXVII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	64¼	...	54¼	62¾	76	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	744¼	804	804	858¼	922¼	...	998¼		
	Foreign lines.									
LXXIX	WEST OF INDIA PORTUGUESE	51	...	...	...	...	...	51	LXXIX	
LXXX	PONDICHERRY	7¾	...	...	...	...	...	7¾	LXXX	
LXXXI	KÁRAIKKAL-PERALAM	...	...	...	...	14½	...	14½	LXXXI	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	14½	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	58¾	58¾	58¾	58¾	73¼	...	73¼		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR	...	278¾	306¾	252½	255¼	621	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,705½	7,983¾	8,291	8,537	8,790½	...	9,419¾		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*concld.*

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	Railway.	Mileage open at the end of 1894.	Opened during 1895.	1896.	1897.	1898.	1899.	Mileage open at the end of 1899.	Classification No.	Remarks.
	Special gauges.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	States lines worked by the State.									
LXXXIII	Jorhát (2′ 6″) . . .	28	...	...	...	...	...	28	LXXXIII	
LXXXV	Cherra-Companygánj (2′ 6″)	...	...	...	...	...	(*a*) 8	8	LXXXV	(*a*) Constituted a railway for administrative purposes from 7th July 1899.
	Total mileage opened during each year . . .	...	...	...	...	...	8	...		
	Total mileage open at the end of each year . .	28	28	28	28	28	...	36		
	Assisted companies.									
LXXXVI	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXXVI	
LXXXVII	Bársi Light (2′ 6″) . .	...	...	...	21¾	...	...	21½	LXXXVII	
LXXXVIII	Howrah-Amta (2′ 0″) . .	...	...	...	...	(*b*) 28½	...	28¾	LXXXVIII	(*b*) The Indian Railways Act has been applied from 7th October 1898.
LXXXIX	Howrah-Shrakhalla (2′ 0″)	...	...	...	...	(*b*) & (*c*) 19½	...	19¾	LXXXIX	(*c*) The Howrah-Kadamtolla section of the Howrah-Amta railway is worked over.
XC	Ránaghat-Krishnagar (2′ 6″)	...	...	...	...	...	20¼	20½	XC	
XCI	Tárakeshwar-Magra (2′ 6″)	...	...	...	...	(*d*) 31	...	31¼	XCI	(*d*) The Indian Railways Act has been applied from 19th May 1896.
XCII	Tezpur-Bálipárá (2′ 6″) .	...	...	...	...	(*e*) 20	...	20	XCII	
	Total mileage opened during each year . . .	...	...	...	21½	99	20¼	...		(*e*) The Indian Railways Act has been applied from 3rd May 1898.
	Total open mileage at the end of each year . .	51	51	51	72¾	171¾	...	192½		
	Lines owned by native states and worked by companies.									
XCIV	Gwalior Light (2′ 0″) .	...	...	...	...	...	126	126¼	XCIV	
XCV	The Geakwar's Dabhoi (2′ 6″)	71¾	...	...	7½	...	...	78¾	XCV	
XCVI	Rajpipla (2′ 6″) . . .	...	...	...	19	...	18¼	37¼	XCVI	
	Total mileage opened during each year . . .	..	...	...	26¾	...	144¼	...		
	Total open mileage at the end of each year . .	71¾	71¾	71¾	97½	97¾	...	242¼		
	Line owned by native state and worked by state railway agency.									
XCVIII	Cooch Behar (2′ 6″) . .	22¼	...	...	...	3¼	11½	33¾	XCVIII	
	Line owned and worked by native state.									
XCIX	Morvi (2′ 6″)	94¼	...	...	...	...	...	93	XCIX	
	Total mileage of special gauge railways opened during each year . .	...	...	...	48	102¼	184	...		
	Total open mileage of special gauge railways at the end of each year .	267¼	267¼	267¼	315¼	414½	...	597½		
	Total mileage of all railways opened during each year	...	620¼	706¼	823¾	981	1,670¼	...		
	Total open mileage of all railways at the end of each year	18,841	19,466½	20,172¾	21,014¼	21,991	...	23,478¼		

N.B.—The slight differences in the figures are due to correctoions of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX F. APPENDIX

Railways or sections of railways under construction or sanctioned on the 31st March 1900.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian—*			
	Sitarámpore to Domohani	6·99		
	Mile 148¾ to Sindri, property of the Barákar coal company	3·24		
	Báreun to Baltonganj, including the colliery branch	78·32		
	Shikohabad to Farukhabad	65·82		
			154·37	
II	*Bengal Central—*			
	Dum-Dum to Pattipooker	...		
			2·68	
III	*Bengal-Nágpur—*			
	Kola river side station to Howrah	36·50		
	Right bank of the Cossye river to Bujudih	116·64		
			153·14	
X	*Agra Delhi Chord—*			
	Agra to Delhi	...	(a) 121·16	(a) Commencement of work not yet authorised.
	Total	..	431·35	
	State lines worked by the State.			
XI	*North Western—*			
	Kotri to Hyderabad (Sind)	5·30		
	Toba Tek Singh to Khánewal	57·00		
	Peshawar to Jumrood	12·00		
			74·30	
XIII	*Oudh and Rohilkhand—*			
	Ghaziabad to Moradabad	...	87·05	
XIV	*Eastern Bengal—*			
	Panchooria to the Ganges	...	6·00	
XVI	*East Coast—*			
	Rajahmundry to Kovvúr	...	4·55	
	Total	...	171·90	
	Lines worked by guaranteed companies.			
XVII	*Great Indian Peninsula—*			
	Chálisgaon to Dhulia	34·84		
	Dhrangaon to Amalner	15·28		
			50·12	
XIX	*Madras—*			
	Calicut to Baliapatam	...	59·75	
	Total	...	109·87	
	Assisted companies.			
XXIII	*Southern Punjab (Delhi-Samásata)—*			
	Delhi Brewery to Delhi	...	0·79	
	Line owned by native state and worked by company.			
XXXV	*The Gaekwar's Petlád—*			
	Petlád to Cambay	...	20·75	
	Line owned by native state and worked by state railway agency.			
XXXVIII	*Ludhiána-Dhuri-Jakhal—*			
	Ludhiána *viá* Dhuri to Jakhal	...	79·61	
	Total standard gauge	...	814·27	

F.

Railways or sections of railways under construction or sanctioned on the 31st March 1900.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Metre gauge.			
	State lines worked by companies.			
XXXIX	*Bengal and North-Western—*			
	Tirhoot section—			
	Sakri to Jainagar	30·47		
	Hajeepore to Bachhwara	44·25		
	Thana Bihpur to Katihár	52·83		
		127·55		
	Company's section—			
	Azamgarh to Shahganj	33·00		
		33·00	160·55	
XLVI	*South Indian—*			
	Madura to Toni Torai	94·00		
	Mutanandal to Sivaganga	9·00		
	Tinnevelly-Quilon (Travancore) branch (*British Section*)—			
	Mile 0·00 to mile 44·85	44·85		
	Mile 45·96 to mile 46·69	0·73		
	Mile 46·84 to 47·11	0·27		
	Mile 47·15 to mile 47·77	0·62		
			149·47	
XLVIII	*Assam-Bengal—*			
	Dámchara to Mahum	...	300·31	
XLIX	*Burma—*			
	Maymyo to the right bank of the Salween river	217·72		
	Sagaing *viá* Monywa to Alon	71·00		
	Letpadan *viá* Henzada to Bassein	119·01		
			407·73	
	Total	...	1,018·06	
	State lines worked by the State.			
L	*Eastern Bengal—*			
	Teesta to Dhubri	(*a*) 38·83		(*a*) The section of the Kaunia Dhubri line from Teesta to Moghalhát which is under conversion to the metre gauge will form part of this line.
	Teesta bridge at Kaunia and approaches	4·87		
	Alipur-Duar to Jainti (Cooch Behar-Santrabari extension, British section, 2′ 6″ gauge)	19·44		
			63·14	
LII	*Shadipalli-Bálotra (British section)—*			
	Hyderabad (Sind) to Jodhpur frontier	...	(*b*)69·05	(*b*) Excluding 55·08 miles, Hyderabad-Shadipalli (standard gauge) railway to be converted to the metre gauge.
	Total	...	132·19	
	Carried over	...	1,150·25	

APPENDIX F—*concld.*

Railways or sections of railways under construction or sanctioned on the 31st March 1900.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
		Miles.	Miles.	
	Brought forward	...	1150·25	
	Metre gauge—*concld.*			
	Assisted Companies.			
LIV	*Brahmaputra-Sultanpur—*			
	Bogra to Kamarjani near Kaliganj	...		
LVIII	*Bengal Dooars—*		35·00	
	Mal to Hantupara	44·00		
	Dam Dim to Bagrakote	6·76		
	Barnes Ghat to Lalmanirhat	65·80	116·56	
	Total	...	151·56	
	Lines owned by native states and worked by companies.			
LXIV	*Hyderabad-Godavari Valley—*			
	Sailu to Secunderabad	...	230·93	
LXIX	*Vijapur-Kalol—*			
	Vijapur to Kalol	...	29·60	
LXX	*Shoranur- Cochin—*			
	Shoranur to Ernakolum	...	65·00	
LXXI	*Tinnevelly-Quilon (Travancore) Branch (Native state section)—*			
	Mile 44·85 to mile 45·96	1·11		
	Mile 46·69 to mile 46·84	0·15		
	Mile 47·11 to mile 47·15	0·04		
	Mile 47·77 to mile 103·33	55·66	56·86	
	Total	...	382·39	
	Lines owned and worked by native states.			
LXXII	*Jodhpur-Bikaner—*			
	Jodhpur section—			
	Barmer to the Jodhpur frontier	75·00		
	Bikaner section—			
	Dulmera to Bhatinda	160 00	235·00	
LXXVIII	*Jaipur—*			
	Sanganer to Siwai Madhopur	...	72·85	
	Total	...	307·85	
	Total metre gauge	...	1,992·05	
	Special gauges.			
	State line worked by company.			
LXXXII	*Raipur-Dhamtari branch (Bengal-Nagpur)(2′ 6″)—*			
	Raipur to Dhamtari	45·45		
	Abhanpur to Rajim	10·28		
	Total	...	55·73	
	State line worked by the State.			
LXXXV	*Nowshera-Dargai (2′ 6″)—*			
	Nowshera to Dargai	...	41·90	
	Total	...	41·90	
	Assisted companies.			
LXXXVII	*Barsi Light (2′ 6″)—*			
	Barsi Road to Pandharpur	...	33·16	
XCIII	*Kalka-Simla—*			
	Kalka to Simla	...	58·00	
	Total	...	91·16	
	Line owned by native state and worked by company.			
XCVII	*Rewah (2′ 6″)—*			
	Rewah to Sutna	...	31·81	
	Total	...	31·81	
	Line owned by native state and worked by state railway agency.			
XCVIII	*Cooch-Behar (2′ 6″)—*			
	Torsa bridge and approaches	...	0·11	
	Total	...	0·11	
	Total special gauges	...	220·71	
	TOTAL ALL GAUGES	...	3,027·03	
	Steam tramways working outside municipal limits.			
	Parlakimedi (2′ 6″ gauge)—			
	Naupada to Parlakimedi	...	25·00	
	Madura District (2′ 6″ gauge).—			
	Amayanayakkanur to Kotagudi	55·00		
	Periyakulam to Krishnamanaks' tope	5·00		
	Thene to Karuvanath	33·00	93·00	
	Total tramways	...	118·00	

Statement showing the total approximate earnings from the 1st January to the 31st March 1900, as compared with the actuals of the corresponding periods of 1898 and 1899.

Classification No.	Railway.	1st January to 31st March 1898.	1st January to 31st March 1899.	1st January to 31st March 1900.	Remarks.
		Rs.	Rs.	Rs.	
	Standard gauge.				
	State lines worked by companies.				
I	East Indian	1,58,71,165	1,62,23,166	1,86,53,000	
II	Bengal Central	2,82,314	2,79,172	3,00,000	
III	Bengal-Nágpur	19,87,495	25,30,311	39,16,000	
IV	Indian Midland	15,33,842	16,98,503	26,03,000	
VI	Godhra-Ratlam-Nágdá	3,23,216	3,42,837	4,73,000	
IX	Bezwada extension (East Coast State)	53,604	39,132	72,300	
	Washermenpet-Ennúr section (Bezwada-Madras)	13,533	18,105	(a)	(a) See "State lines worked by the State."
	Total	2,00,65,169	2,11,31,226	2,60,17,300	
	State lines worked by the State.				
XI	North Western (b)	1,01,31,336	85,26,595	81,49,000	(b) Including the Jammu and Kashmir railway (Native state section).
XII	Hyderabad-Shadipalli	58,409	60,893	55,900	
XIII	Oudh and Rohilkhand (including the metre gauge link)	23,95,649	26,36,445	30,31,000	
XIV	Eastern Bengal (c)	37,76,504	31,81,325	37,05,000	(c) Including the metre and special gauge sections.
XVI	East Coast (d)	8,19,095	10,28,912	15,64,000	(d) Including the Ennúr-Bezwada section (Bezwada-Madras) in 1898 and 1899 and also the Washermenpet-Ennúr section (Bezwada-Madras) in 1900.
	Total	1,71,80,993	1,54,34,240	1,68,04,900	
	Lines worked by guaranteed companies.				
XVII	Great Indian Peninsula (e)	93,76,085	1,13,64,590	95,73,000	(e) Including the Wardha Coal, Dhond-Manmád, Khámgon and Amráoti railways.
XVIII	Bombay, Baroda and Central India	33,72,618	41,48,917	50,09,000	
XIX	Madras	27,13,643	23,10,425	27,11,000	
	Total	1,54,62,346	1,78,23,932	1,72,92,000	
	Assisted companies.				
XX	Delhi-Umballa-Kalka	5,01,423	3,46,571	3,38,000	
XXI	Tarkessur	93,364	85,767	88,400	
XXII	South Behar (Luckeeserai-Gya)	...	...	1,29,000	
XXIII	Southern Punjab (Delhi-Samásata)	2,29,616	2,97,548	3,58,000	
XXIV	Hardwar-Dehra	...	...	17,300	
XXV	Tápti Valley	...	22,258	1,95,000	
	Total	8,24,403	7,52,144	11,25,700	
	Lines owned by native states and worked by companies.				
XXVIII	Bina-Goona-Bárán	24,943	64,479	95,100	
XXIX	Bhopal-Ujjain	1,05,827	1,29,993	3,30,000	
XXX	Bhopal-Itársi (Native state section) (f)	1,27,808	1,54,142	1,84,000	(f) Including the Bhopal-Itársi (British section).
XXXI	The Nizam's Guaranteed State	9,57,583	9,93,065	13,49,000	
XXXII	Nágdá-Ujjain	31,479	29,528	95,200	
XXXIII	The Gaekwar's Petlád	5,898	11,499	19,800	
XXXIV	Kolar Gold-fields	52,120	41,063	39,500	
	Total	13,05,658	14,23,769	21,12,600	
	Line owned by native state and worked by state railway agency.				
XXXVI	Rájpura-Bhátinda	1,84,726	1,47,361	1,30,000	
	Total standard gauge	5,50,23,295	5,67,12,672	6,34,82,500	

APPENDIX G.

APPENDIX

Statement showing the total approximate earnings from the 1st January to the 31st March 1900, as compared with the actuals of the corresponding periods of 1898 and 1899.

Classification No.	Railway.	1st January to 31st March 1898.	1st January to 31st March 1899.	1st January to 31st March 1900.	Remarks.
	Metre gauge.	Rs.	Rs.	Rs.	
	State lines worked by companies.				
XXXIX	Bengal and North-Western—				
	Tirhoot section	17,28,842	18,74,262	21,30,000	
	Company's section				
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	2,80,252	3,13,805	3,35,000	
XLI	Rajputana-Malwa	50,51,821	60,67,777	79,83,000	
XLII	Pálanpur-Deesa	7,227	9,300	13,800	
XLIII	Southern Mahratta	12,63,501	13,00,410	16,91,000	
XLIV	Guntakal Mysore frontier . . .	1,19,990	82,116	1,04,000	
XLV	Mysore section (Southern Mahratta).	4,08,650	2,26,029	2,93,000	
XLVI	South Indian	19,87,775	19,65,063	20,96,000	
XLVII	Máyavaram-Mutupet	54,559	54,013	50,600	
XLVIII	Assam-Bengal	3,34,120	4,46,766	4,40,000	
XLIX	Burma	29,31,930	26,02,425	32,60,000	
	Total .	1,41,68,667	1,49,41,936	1,83,99,400	
	Assisted companies.				
LIV	Brahmaputra-Sultanpur . . .	...	...	24,300	
LV	Mymensingh-Jamálpur-Jagannathganj	...	16,658	41,300	
LVI	Rohilkund and Kumaon (Company's section)	93,023	1,14,379	1,04,000	
LVII	Segowlie-Raxaul	...	(a) 2,302	7,500	(a) From 1st to 31st March 1899.
LVIII	Bengal Dooars	45,266	38,329	57,300	
LIX	Dibru-Sadiya	1,99,859	2,10,899	2,30,000	
LXI	Ahmedabad-Parántij	29,748	43,770	74,000	
LXII	Nílgiri	...	...	42,600	
	Total .	3,67,896	4,26,337	5,81,000	
	Lines owned by native states and worked by companies.				
LXIII	The Gaekwar's Mehsána . . .	79,156	87,298	1,13,000	
LXIV	Hyderabad-Gódávari Valley . .	...	...	1,50,000	
LXV	Kolhápur	17,900	27,826	23,500	
LXVI	Yeswantpur-Mysore frontier . .	47,267	32,294	47,000	
LXVII	Mysore-Nanjangúd	8,678	3,162	4,800	
LXVIII	Birur-Shimoga	...	...	17,800	
	Total .	1,53,001	1,50,580	3,56,100	
	Lines owned and worked by native states.				
LXXII	Jodhpur-Bikaner—				
	Jodhpur section	2,76,289	4,45,335	4,89,000	
	Bikaner section	22,193	45,392	48,000	
LXXIII	Udaipur-Chitor	26,275	41,685	1,12,000	
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	4,10,745	5,18,568	5,90,000	
LXXV	Jetalsar-Rájkot	42,528	51,223	52,100	
LXXVI	Jámnagar	21,271	27,837	37,600	
LXXVII	Dhrángadrá	...	18,105	18,400	
	Total .	7,00,301	11,48,175	13,76,100	
	Total metre gauge .	1,54,83,865	1,66,67,058	2,06,92,600	

G—*concld.*

Statement showing the total approximate earnings from the 1st January to the 31st March 1900, as compared with the actuals of the corresponding periods of 1898 and 1899.

Classification No.	Railway.	1st January to 31st March 1898.	1st January to 31st March 1899.	1st January to 31st March 1900.	Remarks.
	Special gauges.	Rs.	Rs.	Rs.	
	State lines worked by the State.				
LXXXIII	Jorhát (2′ 0″)	25,484	23,104	19,900	
LXXXIV	Cherra-Companyganj (2′ 6″). . .	(*a*)424	(*b*)6,430	(*c*)4,400	(*a*) From the 9th to 31st March 1893.
	Assisted companies.				(*b*) From 1st January to 27th March 1899, after which the line was closed.
LXXXVI	Darjeeling-Himalayan (2′ 0″) . .	1,41,769	1,60,339	1,74,000	(*c*) From 3rd January to 24th March 1900, after which the line was closed.
LXXXVII	Bársi Light (2′ 6″)	43,632	53,837	43,800	
	Lines owned by native states and worked by companies.				
XCV	The Gaekwar's Dabhoi (2′ 6″) . .	44,493	50,673	55,000	
XCVI	Rajpipla (2′ 6″)	2,229	9,125	14,400	
	Line owned by native state and worked by state railway agency.				
XCVIII	Cooch Behar (2′ 6″)	19,740	15,865	24,300	
	Line owned and worked by native state.				
XCIX	Morvi (2′ 6″)	72,837	1,02,823	1,07,000	
	Total special gauges .	3,50,623	4,22,196	4,43,400	
	Total of all railways .	7,03,62,783	7,38,01,926	8,46,18,500	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

STANDARD

STATE LINES WORKED

Progressive No.	Description of commodity.	I.—East Indian.				II.—Bengal Central.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	3,745,184	3,897,566	1,26,91,143	1,35,13,160	19,834	20,207	18,410	19,595
2	Cotton, raw	41,048	51,741	5,93,136	7,41,246	90	90	613	597
3	Cotton, manufactured	95,077	89,534	24,22,095	21,43,053	2,570	2,269	13,422	12,397
4	Drugs and chemicals	5,708	5,749	1,24,444	1,27,316	34	31	371	353
5	Dyes and tans	23,818	21,319	3,94,816	3,66,830	509	384	2,256	1,468
6	Grain and pulse	897,023	1,282,027	53,62,011	77,45,643	13,042	30,031	24,058	54,479
7	Hides and skins	30,211	49,368	4,81,810	8,41,491	548	559	2,449	2,917
8	Horns	775	800	9,819	9,100	...	...	...	1
9	Jute	114,529	126,905	11,83,367	11,24,531	21,583	32,380	65,736	1,25,730
10	Lac	21,713	25,158	3,22,337	3,63,472	6	...	...	...
11	Leather, manufactured	2,816	2,406	76,335	72,828	34	42	255	292
2	Liquors	6,492	6,660	1,37,765	1,38,776	33	28	344	337
13	Metals	87,923	79,295	10,05,059	9,14,945	1,035	958	5,029	4,962
14	Oils	62,893	64,616	6,11,147	6,28,261	2,729	2,336	7,355	6,634
15	Oil-seeds	518,514	476,665	35,54,600	32,28,037	3,465	5,418	7,300	10,938
16	Opium	9,077	8,890	2,25,300	2,36,525	4	3	43	25
17	Paper and paste-board	8,983	9,052	1,21,243	1,28,724	203	205	1,625	1,792
18	Provisions	91,355	113,227	12,10,361	13,65,716	4,668	6,368	14,600	18,892
19	Railway plant and rolling-stock carried for the public and foreign railways.	133,289	98,352	6,35,472	4,23,976	...	...	...	...
20	Salt	248,202	226,613	12,19,839	11,15,760	4,511	3,863	8,169	7,138
21	Saltpetre, &c.	38,799	40,890	3,60,600	3,93,828	4	2	16	11
22	Silk, raw	890	1,003	13,572	14,234	...	...	...	...
23	Silk, piece-goods	119	83	6,000	3,595	...	...	...	...
24	Spices	22,012	20,452	4,65,262	3,72,221	7,671	6,493	22,739	20,117
25	Stone and lime	203,152	232,168	8,87,763	9,76,112	617	602	1,432	1,211
26	Sugar	185,153	185,200	9,90,238	9,40,000	3,877	3,245	9,313	7,255
27	Tea	1,579	1,829	28,603	29,128	4	7	4	13
28	Timber	50,645	56,311	2,16,446	2,41,928	453	514	2,000	2,326
29	Tobacco	31,035	29,617	3,32,974	3,04,789	1,064	1,090	4,279	4,982
30	Wool, raw	1,826	*4,077	27,876	*1,06,437	1	1	1	5
31	Wool, manufactured	2,053	...	68,228	...	3	2	16	12
32	All other articles of merchandise	343,757	365,528	30,75,960	34,08,457	7,578	7,034	17,840	17,761
	TOTAL	7,030,700	7,569,595	3,88,56,186	4,20,20,179	96,175	124,212	2,29,680	3,22,240

* Including wool, manufactured.

H.

the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE. / BY COMPANIES.	III.—Bengal-Nágpur.				IV.—Indian Midland (a).				VI.—Godhra-Ratlam-Nágdá.				Progressive No.
	Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	708,109	651,615	4,53,180	5,19,962	3,069	11,307	15,498	55,055	471	38	1,136	70	1
	15,495	16,959	1,56,521	1,53,863	18,023	28,825	1,88,542	3,19,306	16,615	15,720	1,06,687	1,13,578	2
	13,373	14,234	1,89,787	2,05,767	14,472	14,990	2,89,813	2,88,852	7,675	6,835	66,686	59,566	3
	234	248	4,266	3,802	512	547	10,376	12,278	326	262	2,655	2,061	4
	14,175	17,435	1,15,384	1,41,368	5,117	4,523	39,815	43,968	978	742	7,741	5,814	5
	185,071	280,301	14,38,114	24,22,320	153,314	1,93,638	987,464	13,55,557	89,340	87,606	3,36,689	2,92,912	6
	3,548	7,253	51,614	1,02,552	4,162	6,760	51,617	96,732	574	2,674	3,410	16,607	7
	280	376	2,447	3,103	155	191	1,370	1,655	1	2	8	22	8
	5,074	5,314	75,902	74,362	2,883	4,147	26,937	35,499	2,853	2,298	12,575	9,023	9
	6,912	9,487	41,414	54,996	143	237	2,288	3,136	67	65	282	296	10
	152	183	1,597	1,992	278	254	7,712	6,193	100	100	917	909	11
	777	918	6,247	7,213	1,814	1,559	2[illegible],062	24,945	533	479	3,321	2,775	12
	4,832	7,968	51,434	67,179	8,494	8,526	85,876	88,621	3,283	2,597	17,608	13,291	13
	6,136	6,920	75,837	77,854	4,423	5,295	41,140	49,827	3,945	4,252	22,196	24,039	14
	48,008	53,181	3,44,961	4,83,776	69,281	87,072	5,55,945	7,14,114	29,035	21,973	1,04,377	76,817	15
	31	35	885	1,177	248	438	2,924	5,650	1,528	2,231	21,967	29,731	16
	397	487	6,963	7,533	309	373	6,313	8,295	136	148	936	997	17
	7,822	10,192	85,689	1,45,25[illegible]	20,031	21,946	2,16,640	2,48,125	5,332	9,239	29,333	37,649	18
	71,018	72,188	3,90,397	3,62,831	22,442	2,675	1,22,076	13,936	2,310	1,110	4,872	2,470	19
	38,808	46,153	2,47,420	2,93,740	39,908	41,844	2,88,292	3,20,568	29,518	30,469	1,47,706	1,50,063	20
	...	...	...	...	382	590	4,191	6,280	19	11	67	35	21
	375	461	5,828	6,744	2	33	34	202	...	...	1	...	22
	...	...	...	...	2	3	88	130	2	...	16	1	23
	2,633	3,990	49,785	50,244	3,898	5,026	47,408	69,443	1,370	1,690	9,847	11,352	24
	22,089	21,078	1,44,270	1,34,755	21,716	35,528	35,662	56,946	841	492	1,727	1,605	25
	12,687	8,741	1,52,055	83,486	44,023	43,678	5,13,792	5,08,856	9,251	7,992	51,726	44,912	26
	216	281	1,687	2,063	382	785	5,947	12,647	10	6	95	49	27
	24,426	27,354	1,05,134	1,16,069	16,065	22,795	25,876	64,867	1,550	4,003	3,891	7,536	28
	2,250	2,724	25,174	34,979	2,765	2,705	31,674	32,823	5,616	5,942	45,035	48,698	29
	...	...	...	...	165	168	2,713	2,356	35	48	319	447	30
	...	...	...	...	125	135	2,586	2,868	31	23	177	140	31
	43,194	56,875	2,29,630	2,60,929	28,721	40,712	2,76,646	3,84,842	36,047	30,063	1,17,216	81,293	32
	1,238,172	13,22,001	44,53,622	58,19,014	487,329	587,305	39,25,317	48,34,572	249,507	239,110	11,21,219	10,34,758	

(a) Including the Bhopal-Itársi, the Bina-Goona-Bárán and Bhopal-Ujjain railways.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

STANDARD

STATE LINES WORKED

Progressive No.	Description of Commodity.	XI.—North Western (a).				XII.—Hyderabad-Shadipalli.			
		Quantity.		Earnings		Quantity.		Earnings.	
		Previous year.	1899	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	41,078	33,644	1,57,314	98,701	2	1	1	...
2	Cotton, raw	50,902	53,324	7,36,523	7,10,294	9,906	7,550	19,698	12,087
3	Cotton, manufactured	47,596	46,956	11,69,509	11,06,523	1,809	1,739	3,758	3,185
4	Drugs and chemicals	10,694	11,407	1,72,785	1,75,253	1,594	2,119	2,659	3,360
5	Dyes and tans	11,589	12,540	1,84,275	2,05,540	421	229	606	410
6	Grain and pulse	972,309	891,354	95,37,047	78,48,056	35,913	39,509	37,032	34,454
7	Hides and skins	17,525	28,790	2,08,041	3,48,276	794	3,665	1,248	10,271
8	Horns	476	548	4,676	5,052	...	3	...	8
9	Jute	31,319	26,631	2,17,921	1,74,816	1,205	1,288	2,034	1,681
10	Lac	345	350	2,928	3,169	15	84	38	119
11	Leather, manufactured	1,988	1,962	45,360	41,665	96	96	206	199
12	Liquors	14,157	11,146	2,19,959	1,74,415	144	151	312	445
13	Metals	43,453	40,265	6,60,836	6,13,761	981	2,193	1,413	2,740
14	Oils	19,449	19,250	3,08,641	2,89,995	742	761	1,287	1,649
15	Oil-seeds	169,234	142,992	13,10,566	12,24,192	13,232	10,725	13,792	9,729
16	Opium	103	100	832	781	4	4	24	20
17	Paper and paste-board	2,595	2,422	41,217	41,238	27	14	35	18
18	Provisions	90,296	87,632	9,88,279	9,79,785	3,495	4,589	7,741	8,882
19	Railway plant and rolling-stock carried for the public and foreign railways.	48,606	112,676	3,11,922	5,03,425	754	10,534	1,008	9,024
20	Salt	102,479	98,966	6,86,501	6,52,006	1,535	1,484	941	868
21	Saltpetre, &c.	7,974	7,915	72,966	68,255	265	275	446	409
22	Silk, raw	329	335	5,151	5,376	28	26	68	75
23	Silk, piece-goods	141	161	3,581	3,812	6	12	7	14
24	Spices	10,765	13,312	1,27,248	1,50,266	359	403	419	621
25	Stone and lime	164,883	170,222	2,35,024	2,44,581	2,316	3,584	1,812	3,573
26	Sugar	193,461	184,468	20,34,432	18,47,057	3,881	3,968	3,201	3,038
27	Tea	3,379	3,272	61,981	53,862	6	9	5	8
28	Timber	59,752	64,595	1,90,567	2,05,207	642	296	972	340
29	Tobacoo	13,249	14,632	1,55,790	1,74,741	453	387	509	462
30	Wool, raw	16,418	16,139	4,73,075	4,17,252	531	333	1,744	1,111
31	Wool, manufactured	3,172	3,627	60,449	77,428	18	11	22	19
32	All other articles of merchandise	298,148	316,113	24,97,653	21,44,526	3,461	11,908	5,388	15,775
	Total	2,447,864	2,417,746	2,28,88,543	2,05,89,316	84,635	1,07,945	1,08,426	1,24,594

(a) Including the Jammu and Kashmir railway (Native state section).

H—*contd.*

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

BY THE STATE.

XIII.—Oudh and Rohilkhand (*b*).				XIV.—Eastern Bengal (*c*).				XV.—Calcutta Port Commissioners'.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
24,173	29,771	74,600	99,954	230,786	218,052	2,18,459	1,77,948	15,569	20,944	5,616	7,815	1
6,700	6,250	52,666	45,997	4,376	4,790	13,639	13,176	2,766	3,317	1,950	2,431	2
25,350	23,486	1,90,051	1,72,485	40,392	35,183	4,16,194	3,65,767	18,022	19,259	19,501	20,691	3
1,965	1,701	19,834	17,116	1,085	1,285	16,723	18,960	633	909	626	939	4
5,450	6,169	39,785	45,431	6,051	5,045	36,061	31,017	3,899	2,990	3,018	2,348	5
342,830	465,078	15,00,375	21,56,428	199,458	330,169	6,55,864	11,06,886	84,608	212,238	51,960	1,11,741	6
6,719	7,582	38,680	46,290	17,845	13,239	89,289	75,057	68	203	67	81	7
908	967	4,106	4,303	120	135	556	624	3	8	3	11	8
12,110	14,201	62,852	78,427	491,391	463,511	38,12,209	37,81,215	340,451	329,898	1,72,284	1,21,831	9
439	266	1,867	1,115	855	576	5,820	3,391	1,261	1,572	2,999	3,761	10
534	469	5,968	5,704	509	591	5,216	5,206	7	46	45	67	11
4,077	3,389	42,156	32,960	1,668	1,570	22,552	19,864	118	94	193	169	12
17,558	13,704	1,01,241	78,278	25,776	21,394	2,13,675	1,87,774	25,505	24,381	14,154	13,008	13
10,190	11,068	61,620	64,343	107,385	111,670	2,27,031	2,45,821	1,048	1,375	1,441	1,432	14
96,256	86,292	3,99,189	3,63,034	33,986	40,916	1,21,929	1,42,508	82,666	80,748	30,666	31,421	15
1,362	2,124	39,657	34,167	14	10	230	128	5,850	6,571	5,366	6,019	16
3,035	3,017	16,389	17,059	4,568	5,575	12,896	9,725	4,919	5,529	4,229	4,345	17
19,289	18,770	1,06,243	99,397	20,717	19,659	1,47,500	1,31,682	4,554	4,454	4,704	4,646	18
18,237	31,583	41,835	1,17,676	11,305	22,912	18,584	90,128	17,673	14,801	102	198	19
83,983	72,309	3,47,667	3,09,927	63,442	57,845	2,83,737	2,98,135	130	3	83	2	20
1,477	2,151	6,494	7,346	66	90	454	587	2,557	3,785	1,301	1,989	21
...	1	...	12	164	180	1,558	1,787	17	60	58	76	22
5	5	82	84	5	...	77	...	8	3	29	10	23
5,563	5,480	54,720	59,455	24,218	18,372	1,59,079	1,38,194	10,355	7,298	8,839	6,646	24
31,126	38,110	41,916	48,085	24,287	27,733	46,347	46,563	3,486	6,359	1,717	2,558	25
163,891	175,727	6,95,766	7,00,575	33,019	31,987	1,58,064	1,63,450	20,710	20,582	9,343	12,065	23
309	324	3,408	3,640	36,187	32,921	7,90,254	7,55,301	43,517	53,196	6,419	7,123	27
25,125	23,214	80,480	82,999	5,893	4,376	27,999	20,956	3,233	3,528	2,606	2,660	28
7,919	5,939	48,447	36,332	23,419	26,362	2,14,801	2,58,929	1,153	1,610	1,022	1,415	29
301	320	1,363	1,283	1,376	1,369	16,795	16,991	2,212	2,277	2,445	2,503	30
274	184	2,689	2,051	97	77	888	707	14	32	12	46	31
129,336	153,415	5,19,132	5,86,635	114,768	112,625	5,13,242	5,65,198	14,686	16,121	15,742	16,828	32
1,046,491	1,203,066	46,01,278	53,18,588	1,525,228	1,610,269	82,47,722	86,73,714	711,698	844,126	3,69,005	3,86,870	

(*a*) Including the Cawnpore- Burhwal railway (metre gauge link).
(*b*) Including the metre and special gauge sections of the undertaking.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

STANDARD

Progressive No.	Description of commodity.	State lines worked by the State - concld.				Lines worked by			
		XVI.—East Coast.				XVII.—Great Indian Peninsula (*b*).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.(*a*)	1899.	Previous year.(*a*)	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	6,404	97,719	17,240	312,161	229,807	138,150	8,66,220	3,24,126
2	Cotton, raw	3,947	5,815	13,604	21,516	248,238	242,980	60,62,125	57,17,850
3	Cotton, manufactured	4,903	8,509	21,045	50,304	49,390	43,295	11,39,557	9,58,336
4	Drugs and chemicals	337	690	3,284	8,099	21,904	33,647	2,80,968	4,14,601
5	Dyes and tans	4,662	11,300	22,049	57,299	50,429	61,179	5,05,789	5,43,880
6	Grain and pulse	66,396	140,370	1,97,675	3,91,606	553,052	711,288	59,81,924	62,81,276
7	Hides and skins	1,140	3,575	6,815	38,019	10,671	15,723	2,31,993	2,76,331
8	Horns	83	202	491	1,278	889	1,237	16,619	22,568
9	Jute	4,197	5,680	22,066	28,253	25,965	24,220	,356,207	2,82,841
10	Lac	22	57	188	429	182	246	2,654	3,758
11	Leather, manufactured	60	113	425	1,608	2,136	1,739	40,314	45,094
12	Liquors	356	1,013	2,371	8,884	9,109	9,032	1,46,913	1,49,575
13	Metals	70,495	101,992	1,08,047	1,53,048	39,666	36,889	6,33,699	5,82,641
14	Oils	5,601	9,194	26,772	35,234	54.802	52,710	7,63,466	7,52,356
15	Oil, seeds	28,269	27,706	74,469	92,639	388,439	340,989	40,08,637	33,73,973
16	Opium	11	17	182	409	950	586	41,219	25,896
17	Paper and paste-board	143	223	1,767	4,590	4,094	4,258	89,142	91,067
18	Provisions	10,497	18,593	37,522	74,349	72,819	76,183	9,98,818	9,66,985
19	Railway plant and rolling-stock carried for the public and foreign railways.	62,449	17,756	2,16,073	75,825	36,814	46,520	2,82,692	4,05,222
20	Salt	20,463	38,762	48,500	80,984	150,887	156,432	15,73,733	14,61,581
21	Saltpetre, &c.	15	38	96	266	2,634	3,607	40,529	48,117
22	Silk, raw	5	1	38	12	103	220	2,443	4,122
23	Silk, piece-goods	2	8	55	125	175	66	3,563	2,017
24	Spices	3,665	10,021	18,396	46,833	21,506	25,306	3,51,557	4,06,648
25	Stone and lime	34,508	72,563	34,940	86,513	25,145	23,140	1,01,075	1,10,182
26	Sugar	16,980	20,921	40,032	38,679	85,217	79,283	10,26,915	7,52,863
27	Tea	5	10	70	201	659	999	14,196	21,124
28	Timber	1,358	1,917	2,634	9,305	95,663	117,006	3,51,151	3,53,612
29	Tobacco	1,559	4,100	6,363	15,787	6,252	6,828	92,786	1,02,827
30	Wool, raw	14	3	114	33	336	879	8,541	9,510
31	Wool, manufactured	111	146	1,309	2,052	1,196	1,217	26,635	25,359
32	All other articles of merchandise	13,281	25,402	59,087	1,16,371	104,454	170,244	11,44,579	14,14,245
	Total	361,938	624,416	9,83,719	17,52,811	2,293,634	2,425,597	2,62,86,659	2,59,31,033

(*a*) Including the Ennúr-Bez-
(*b*) Including the Wardha Coal
(*c*) Including the Kolar Gold-fields railway

H—*contd.*

the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Progressive No.
XVIII.—Bombay, Baroda and Central India				XIX.—Madras (c).				XX.—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
48,713	63,918	2,35,896	2,88,248	170,543	189,183	7,58,565	7,17,810	4,642	5,854	9,788	12,554	1
122,462	133,991	12,76,707	14,53,680	18,097	25,801	2,36,067	3,18,079	2,137	3,892	10,224	23,146	2
39,838	38,509	7,41,803	7,12,382	17,549	21,252	2,37,610	2,63,554	3,604	3,095	32,233	26,857	3
2,169	2,418	40,406	43,133	3,956	4,994	41,384	46,213	909	605	6,696	5,202	4
7,389	5,735	1,32,483	1,11,261	20,378	23,628	1,89,602	1,68,579	618	727	4,863	5,566	5
357,722	371,992	24,19,289	28,24,687	186,380	237,153	12,51,791	14,39,290	28,020	35,434	95,470	1,21,962	6
3,106	10,655	43,137	1,54,821	25,699	31,106	2,94,754	3,19,160	454	551	2,530	3,120	7
110	458	1,883	8,260	184	318	1,516	2,117	19	26	111	225	8
10,194	9,824	1,04,661	91,809	5,282	7,214	49,448	60,346	7,218	4,737	35,648	20,655	9
31	45	325	431	121	124	1,188	1,248	19	23	106	129	10
754	898	13,002	15,263	252	343	5,786	8,385	395	290	4,071	3,301	11
3,994	4,435	48,210	56,155	8,187	7,601	85,866	67,897	4,251	3,485	18,615	15,493	12
38,980	33,257	5,16,120	3,95,103	13,718	12,203	1,60,577	1,33,613	4,537	4,852	21,891	25,215	13
14,443	14,542	1,59,389	1,66,121	19,455	21,634	2,01,117	1,81,339	1,758	1,516	11,971	10,645	14
128,023	111,244	11,30,415	9,60,204	38,565	38,514	2,65,182	2,45,987	1,118	455	4,132	1,740	15
1,589	2,240	60,306	80,535	...	...	...	...	48	36	397	336	16
1,391	1,953	21,040	28,720	464	465	8,175	8,060	688	818	4,818	5,318	17
46,853	59,044	4,18,972	4,67,249	67,876	66,275	5,44,715	5,16,634	9,740	8,831	49,875	49,791	18
62,181	45,814	2,00,532	2,01,991	4,012	2,845	14,204	20,680	63	1,823	321	1,487	19
151,651	150,560	4,38,825	4,32,269	57,689	61,628	3,12,163	3,67,798	2,578	1,899	6,349	4,708	20
1,232	1,420	12,429	12,902	134	344	1,133	1,951	408	317	1,676	1,354	21
436	451	11,048	11,236	111	83	2,197	1,694	35	31	280	276	22
96	139	2,801	4,070	78	85	2,423	2,215	1	2	20	28	23
11,043	11,056	1,33,228	1,33,723	18,716	22,175	1,99,373	2,18,444	1,694	1,425	9,417	7,820	24
29,664	17,397	93,193	59,860	36,770	41,359	83,120	94,229	5,525	5,348	15,361	13,191	25
53,831	49,209	6,48,068	5,66,864	44,658	29,829	2,25,956	1,91,605	19,773	12,723	52,832	36,415	26
763	607	10,274	8,742	467	703	11,447	12,093	94	73	718	614	27
34,618	27,517	2,36,551	1,83,596	115,873	111,223	4,44,788	4,51,574	533	2,492	1,793	7,918	28
18,305	16,466	1,40,899	1,23,914	13,622	14,399	1,25,236	1,24,329	1,283	1,147	9,497	8,825	29
5,196	5,498	1,16,202	1,29,896	543	655	6,428	6,872	301	*562	2,555	*3,983	30
554	726	12,329	16,780	966	726	15,187	10,755	215	...	1,885	...	31
283,545	338,683	14,51,824	16,71,037	68,212	68,980	6,59,554	6,53,079	36,254	30,624	1,82,719	1,35,919	32
1,480,876	1,530,611	1,08,72,197	1,14,14,942	958,557	1,042,842	64,36,552	66,55,629	138,132	133,693	5,98,862	5,53,739	

* Including wool, manufactured.

wada section (Bezwada-Madras).
Dhond-Manmád, Khámgaon and Amráoti railways.
and the Madras-Ennúr section (Bezwada-Madras) in the previous year only.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	Description of commodity.	STANDARD ASSISTED COMPANIES — XXI.—Tarkessur. Quantity. Previous year.	1899.	Earnings. Previous year.	1899.	XXII.—South Behar (Luckeeserai-Gya). Quantity. Previous year.	1899.	Earnings. Previous year.	1899.	XXIII.—Southern Punjab (Delhi-Samásata). Quantity. Previous year.	1899.	Earnings. Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	2,660	3,233	1,153	1,477		2,351		2,496	5,939	1,473	7,496	871
2	Cotton, raw	1	1	2	3		26		49	5,292	1,868	25,429	11,154
3	Cotton, manufactured	129	160	239	302		715		3,629	1,136	774	5,889	4,851
4	Drugs and chemicals	25	25	67	61		22		147	223	311	1,193	1,876
5	Dyes and tans	15	32	26	52		131		584	1,069	622	4,738	3,279
6	Grain and pulse	5,558	5,922	7,270	7,805		10,327		17,563	85,282	92,959	4,02,337	4,06,400
7	Hides and skins	25	24	37	40		138		524	338	2,317	1,733	10,279
8	Horns	1	2	1	4		5		25	5	32	29	223
9	Jute	2,167	1,584	3,000	2,047		185		330	2,140	2,188	9,993	10,318
10	Lac	...	...	...	...		764		4,982	9	38	39	126
11	Leather, manufactured	...	1	...	1		88		189	157	206	765	1,096
12	Liquors	1	13	3	4		13		110	101	93	473	460
13	Metals	202	146	240	199		237		799	2,812	2,960	13,328	15,015
14	Oils	882	876	1,227	1,060		496		1,444	364	512	1,783	2,506
15	Oil-seeds	1,311	1,201	1,216	1,199		1,357		3,784	50,406	38,222	2,39,190	1,71,414
16	Opium	...	...	...	...		...		...	8	9	41	51
17	Paper and paste-board	4	6	6	9		2		7	36	79	191	438
18	Provisions	3,145	3,932	4,108	5,178		334		998	5,249	5,932	25,087	27,873
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	16	...	12		...		...	204	51,483	948	13,026
20	Salt	1,602	1,052	1,062	1,148		2,940		7,238	1,608	4,714	7,159	21,376
21	Saltpetre, &c.	125	97	143	113		94		252	1,794	3,165	9,124	14,885
22	Silk, raw	...	...	...	...		6		24	1	17	5	64
23	Silk, piece-goods	...	...	...	...		...		...	...	...	...	...
24	Spices	114	89	194	149		76		333	363	867	1,990	4,193
25	Stone and lime	899	879	363	345		317		214	2,181	13,009	8,183	13,226
26	Sugar	528	569	507	570		2,993		8,976	12,298	15,957	57,534	73,884
27	Tea	...	...	...	...		...		...	6	12	31	56
28	Timber	171	125	155	114		65		126	3,320	1,794	14,873	7,009
29	Tobacco	41	58	85	109		410		2,020	501	693	2,262	3,079
30	Wool, raw	3	2*	5	7*		18*		121*	1,078	1,177	5,174	5,612
31	Wool, manufactured	4	...	6	...		...		...	102	187	508	921
32	All other articles of merchandise.	4,732	4,927	5,616	6,324		2,722		7,841	17,298	21,591	77,574	92,493
	Total	23,805	24,972	26,731	28,332	...	26,832	...	64,805	201,320	265,261	9,25,099	9,18,054

Opened for traffic on the 5th July 1899.

Opened for traffic on the 5th July 1899.

* Including wool, manufactured.

H—*contd.*

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

—concld.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								Progressive No.
XXV.—Tápti Valley.				XXXI.—The Nizam's Guaranteed State(a).				XXXII.—Ngdá-Ujjain.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	16	...	42	342,956	325,665	13,80,052	12,18,834	468	4,410	266	1,879	1
...	1,069	...	5,038	484	1,107	4,463	11,007	3,986	5,590	10,717	13,682	2
20	171	45	933	4,918	5,507	71,672	81,875	1,818	1,892	5,348	5,580	3
1	129	2	454	1,003	811	9,560	9,433	18	9	57	29	4
2	79	6	304	2,790	4,293	22,147	34,136	87	49	257	106	5
60	15,057	113	37,744	81,763	108,388	4,92,752	7,12,553	14,616	22,523	23,167	35,892	6
...	44	...	305	2,583	2,488	22,660	24,130	172	2,210	454	4,212	7
...	2	...	9	233	295	2,200	2,839	...	7	...	16	8
4	302	10	907	2,350	2,276	18,751	18,706	238	163	548	358	9
...	...	...	1	15	14	229	210	13	24	36	53	10
...	4	2	21	111	139	1,427	1,821	8	...	27	3	11
...	207	2	612	2,654	2,987	19,399	24,068	1	1	5	7	12
2	308	8	1,282	4,664	4,213	45,530	44,175	434	497	931	965	13
5	309	11	1,903	4,230	4,738	32,486	39,215	374	416	816	809	14
63	1,707	92	4,518	59,964	55,087	3,13,158	3,14,362	1,065	2,350	1,611	3,413	15
...	...	...	...	10	25	481	966	471	444	2,056	1,929	16
...	4	...	20	580	589	6,386	6,150	22	2	67	3	17
17	1,245	36	4,454	9,725	12,555	93,240	1,11,785	332	472	759	1,066	18
...	...	...	...	2,814	448	8,995	4,398	1,605	656	919	389	19
...	961	...	2,424	29,413	28,149	1,45,980	1,38,716	13,937	15,645	24,271	25,859	20
...	2	...	3	672	808	5,215	6,020	2	2	5	4	21
...	...	...	...	...	...	1	15	...	...	...	...	22
...	...	...	...	1	...	22	15	...	...	...	...	23
...	...	...	397	4,195	7,579	33,366	79,375	188	249	402	427	24
7	94	13	1,459	7,388	10,486	34,422	44,554	32	72	65	131	25
6	841	20	1,548	5,303	5,629	39,374	43,663	2,929	3,413	6,342	6,966	26
29	469	45	1	52	87	720	1,224	...	1	1	4	27
...	...	...	533	25,007	16,234	96,340	69,466	88	286	183	529	28
1	189	1	461	1,536	1,999	21,999	29,994	498	592	1,773	1,691	29
1	128	2	1	50	94	649	1,016	1	2	2	9	30
...	...	...	...	235	221	2,856	2,860	1	...	9	3	31
640	22,511	1,460	59,759	14,838	20,742	1,04,335	1,54,012	2,324	4,115	17,728	9,962	32
858	45,848	1,868	1,25,133	612,537	623,553	30,30,867	32,31,593	45,728	66,092	98,822	1,15,976	

(a) Including the Bezwada extension (East Coast State).

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Progressive No.	Description of commodity.	STANDARD GAUGE—*concld.*							
		Lines owned by Native States and worked by Companies—*concld.*				Line owned by Native State and worked by State Railway Agency.			
		XXXIII.—The Gaekwar's Petlád.				XXXVI.—Rájpura-Bhátinda.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	2	...	4	...	2,747	97	4,518	242
2	Cotton, raw	653	1,130	1,152	1,732	725	752	4,360	2,913
3	Cotton, manufactured	885	749	1,113	1,165	659	452	2,994	1,657
4	Drugs and chemicals	51	146	57	133	208	279	1,080	1,381
5	Dyes and tans	54	72	61	86	324	341	1,521	1,514
6	Grain and pulse	2,067	9,341	2,589	7,876	56,708	66,052	1,35,489	1,20,243
7	Hides and skins	49	202	59	212	270	312	645	938
8	Horns	...	7	...	6	1	9	3	19
9	Jute	136	144	141	145	1,609	1,050	6,166	3,516
10	Lac	...	1	1	1	31	10	186	33
11	Leather, manufactured	10	8	11	10	80	65	554	562
12	Liquors	37	23	58	37	131	303	1,234	1,856
13	Metals	174	199	178	207	2,900	3,842	13,467	21,067
14	Oils	144	164	145	180	588	992	2,582	14,139
15	Oil-seeds	115	420	96	389	10,017	9,028	19,597	18,487
16	Opium	...	...	...	...	34	30	392	321
17	Paper and paste-board	...	8	...	8	48	102	165	599
18	Provisions	431	651	430	525	3,932	4,000	11,287	12,920
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	...	...	...	1,887	2,733	2,157	4,517
20	Salt	908	879	1,234	747	2,118	2,538	3,461	4,786
21	Saltpetre, &c.	7	7	7	6	318	469	1,850	3,002
22	Silk, raw	...	...	1	...	11	7	103	42
23	Silk, piece-goods	...	...	...	...	4	9	9	24
24	Spices	381	258	356	230	1,411	2,508	2,297	2,078
25	Stone and lime	1,052	418	750	325	7,688	7,100	4,499	4,693
26	Sugar	618	797	598	860	17,567	17,178	42,687	27,514
27	Tea	2	...	2	...	10	29	50	172
28	Timber	931	695	793	620	4,102	2,893	11,199	4,733
29	Tobacco	7,744	7,274	8,225	7,625	285	275	595	680
30	Wool, raw	15	19	28	37	36	93	164	668
31	Wool, manufactured	8	1	12	1	160	142	529	484
32	All other articles of merchandise	2,607	2,507	7,593	10,299	11,504	21,564	32,987	60,348
	Total	19,081	26,620	25,694	33,462	1,28,113	1,45,254	3,08,827	3,16,148

H—*contd.*

the standard and metre gauge railways during the year 1899, as compared with the previous year.

METRE GAUGE.												
STATE LINES WORKED BY COMPANIES.												
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section.				XLI.—Rajputana-Malwa.				XLII.—Pálanpur-Deesa.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
34,861	44,436	52,526	73,316	20,264	15,267	65,448	72,119	4	...	1	...	1
880	808	9,064	8,150	58,149	72,141	7,66,882	10,68,141	5	4	8	6	2
23,094	22,584	1,81,556	1,75,736	43,136	36,049	10,84,831	9,67,515	488	285	805	500	3
1,861	1,181	14,239	11,355	1,909	1,825	39,582	37,241	12	10	23	15	4
5,519	5,277	45,718	41,715	8,111	6,604	1,46,262	1,40,446	186	80	220	94	5
280,200	448,266	10,53,030	15,62,282	571,238	791,855	42,45,284	67,43,618	4,084	6,382	4,262	5,579	6
7,692	9,386	42,933	47,242	5,735	16,972	70,946	4,01,180	103	909	96	1,257	7
88	107	486	705	78	253	837	2,017	2	5	1	4	8
11,952	14,804	64,422	78,523	20,700	18,932	1,69,316	1,75,163	199	105	226	122	9
1,066	1,071	4,021	3,832	399	327	4,468	3,615	...	1	2	2	10
334	384	2,704	3,039	1,137	906	14,414	14,501	14	10	23	25	11
454	422	5,836	3,109	3,457	4,141	43,411	43,813	220	174	214	167	12
9,577	9,474	47,422	52,292	28,864	23,952	3,60,877	3,07,567	334	230	422	241	13
9,708	11,151	30,374	38,270	8,592	9,377	72,544	83,030	106	102	92	93	14
161,485	1,67,504	5,73,534	5,78,086	139,946	117,044	7,76,082	6,99,505	5,778	1,627	5,274	1,458	15
560	2,738	8,287	48,737	3,184	3,342	33,865	42,011	...	...	...	...	16
160	175	948	1,264	1,990	1,337	27,434	22,207	2	2	5	3	17
15,714	16,476	70,430	70,726	53,681	55,047	4,20,904	4,52,049	1,956	1,121	1,800	1,085	18
341	830	806	1,870	16,219	30,304	72,395	1,12,653	5	...	1	...	19
72,421	77,111	1,94,759	2,16,527	209,178	202,752	19,50,765	18,99,079	401	519	509	571	20
12,391	10,943	36,688	33,691	9,611	10,750	63,273	73,287	3	5	4	7	21
22	13	135	115	247	279	13,956	15,068	...	...	...	...	22
...	...	...	...	65	100	3,652	5,731	...	...	...	...	23
6,046	6,493	43,320	46,944	15,736	13,901	1,75,545	1,55,162	200	224	263	325	24
8,284	7,964	14,855	16,552	24,149	27,777	92,490	1,00,096	126	255	156	244	25
47,213	51,617	2,07,190	2,27,915	152,590	141,629	15,96,860	15,62,807	2,017	2,152	3,133	3,976	26
33	38	110	268	761	592	17,706	15,151	5	4	10	9	27
6,034	12,551	18,162	21,960	22,344	19,879	91,616	83,987	319	286	299	270	28
17,721	17,346	1,25,203	1,24,307	15,477	13,545	1,59,777	1,32,933	359	269	508	376	29
59	91	647	861	6,639	5,845	1,03,909	98,728	130	104	226	228	30
173	136	1,249	1,309	896	1,155	29,009	37,960	4	4	12	6	31
54,470	79,347	1,91,478	2,59,498	133,944	191,069	11,92,582	16,20,588	1,304	3,567	4,981	7,108	32
790,393	1,020,664	30,42,132	37,50,696	1,578,421	1,835,448	1,39,06,922	1,71,88,968	18,366	18,436	23,626	23,771	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

METRE

STATE LINES WORKED

Progressive No.	Description of Commodity.	XLIII.—Southern Mahratta (a).				XLVI.—South Indian (b).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	4,072	3,067	18,445	11,351	13,145	26,746	17,596	39,410
2	Cotton, raw	55,368	96,664	2,86,085	3,10,216	16,532	21,339	98,922	1,48,555
3	Cotton, manufactured	19,547	18,810	2,27,646	2,07,005	18,604	19,180	2,08,694	2,19,565
4	Drugs and chemicals	1,950	2,577	19,472	24,151	2,379	2,829	23,747	29,417
5	Dyes and tans	34,173	37,284	1,41,163	1,51,199	12,053	13,482	1,01,235	1,15,592
6	Grain and pulse	231,684	308,560	12,05,395	18,13,470	206,544	218,184	7,68,699	8,52,912
7	Hides and skins	6,808	7,358	51,526	51,126	10,089	9,634	95,157	89,430
8	Horns	303	5,108	3,416	32,813	153	159	1,047	1,636
9	Jute	10,629	9,825	64,366	58,088	6,318	9,007	40,115	68,719
10	Lac	25	12	232	89	148	191	1,093	1,256
11	Leather, manufactured	445	407	4,584	5,397	84	94	1,022	1,411
12	Liquors	9,409	5,896	60,870	43,113	3,256	3,349	25,684	27,751
13	Metals	17,680	10,576	1,52,544	87,832	13,427	15,285	1,27,540	1,28,985
14	Oils	30,902	27,524	2,02,457	1,62,375	19,200	22,292	1,34,820	1,51,780
15	Oil-seeds	47,121	48,011	2,77,855	2,57,487	24,675	28,607	1,11,018	1,26,630
16	Opium	4	5	202	121	...	...	...	...
17	Paper and paste-board	557	553	8,085	7,257	925	960	15,431	16,672
18	Provisions	48,537	48,629	3,23,820	2,99,275	26,803	34,643	1,48,882	2,38,455
19	Railway plant and rolling-stock carried for the public and foreign railways.	3,830	176	26,249	1,414	8,721	2,594	19,608	4,118
20	Salt	48,726	42,826	3,64,332	3,18,520	61,490	62,366	2,23,700	2,30,378
21	Saltpetre, &c.	446	360	3,152	2,260	392	403	1,852	2,119
22	Silk, raw	253	259	3,200	3,616	32	36	621	756
23	Silk, piece-goods	...	...	15	4	27	19	227	290
24	Spices	31,538	35,430	2,42,059	2,73,091	17,141	18,972	1,41,360	1,59,444
25	Stone and lime	31,846	42,000	46,793	57,053	108,363	89,431	1,23,592	1,19,655
26	Sugar	48,542	51,239	2,53,124	2,75,832	60,567	67,540	3,57,635	3,58,235
27	Tea	62	49	1,135	938	748	928	3,881	4,174
28	Timber	48,262	61,491	1,07,232	1,23,887	63,603	69,257	97,997	1,08,063
29	Tobacco	9,196	10,969	63,528	69,525	7,426	8,286	43,311	50,216
30	Wool, raw	201	228	2,556	2,288	190	135	2,372	1,667
31	Wool, manufactured	704	686	8,528	8,867	264	301	4,374	5,628
32	All other articles of merchandise	57,255	68,824	3,67,731	3,63,252	114,643	109,395	7,11,107	6,86,609
	Total	799,275	945,403	45,37,797	50,22,912	817,942	855,644	36,52,339	39,84,528

(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta).
(b) Including the Pondicherry

H—*contd.*

the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

BY COMPANIES—concld.

XLVII.—Máyavaram-Mutupet.				XLVIII.—Assam-Bengal.				XLIX.—Burma.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
111	160	48	48	5,695	8,693	13,139	20,422	316	355	398	345	1
6	8	12	12	340	934	2,407	5,135	751	1,143	5,756	13,796	2
663	655	1,712	1,366	1,641	2,020	11,463	15,515	8,361	7,968	1,10,632	1,18,786	3
154	156	352	352	111	75	1,336	1,116	289	328	6,151	6,729	4
163	189	268	313	86	75	461	300	1,361	3,302	11,656	27,868	5
20,416	17,158	21,553	16,800	22,193	44,024	90,731	1,05,186	444,082	366,201	21,42,828	17,47,690	6
118	221	271	502	196	281	1,435	1,833	1,533	1,686	14,531	15,196	7
3	3	10	8	1	5	9	28	26	25	334	521	8
598	781	1,036	1,134	4,019	3,767	11,406	11,394	6,041	5,208	28,270	27,188	9
14	45	16	47	1	338	5	1,056	487	261	4,134	3,449	10
2	1	4	2	35	49	343	449	128	79	2,860	2,171	11
31	50	95	163	213	237	2,650	2,855	2,275	2,266	23,517	24,519	12
594	592	1,250	993	1,796	2,379	15,992	18,879	9,771	7,889	59,915	65,633	13
1,546	1,536	3,077	2,391	1,337	3,913	5,045	15,231	10,362	11,147	75,202	91,282	14
1,194	970	1,242	961	250	2,022	1,131	7,059	4,621	5,795	21,012	25,047	15
...	...	...	...	...	5	2	119	9	9	293	292	16
127	111	322	212	32	32	231	165	342	437	5,742	7,905	17
1,292	1,388	1,556	2,134	4,871	7,327	28,660	43,461	54,418	55,221	4,31,754	4,69,918	18
32	85	32	55	...	...	...	...	427	942	1,598	1,168	19
1,082	1,809	800	1,123	4,334	3,013	11,104	7,821	14,475	14,597	82,716	1,08,969	20
4	5	6	9	13	28	84	138	5	12	64	202	21
1	...	2	1	...	1	...	4	201	150	5,808	3,927	22
10	12	7	9	...	17	2	102	18	7	430	241	23
2,496	3,016	5,320	6,440	1,141	1,773	7,431	13,561	10,216	9,353	1,47,249	1,39,058	24
13,942	4,662	9,059	2,704	419	452	1,383	1,651	22,722	28,665	36,360	40,039	25
968	1,221	1,251	1,718	3,019	3,515	12,277	15,387	13,343	11,927	87,803	88,929	26
1	...	2	2	6,380	9,933	72,471	93,677	123	138	2,107	2,284	27
545	1,244	522	782	306	424	1,489	1,820	92,932	96,050	3,02,383	3,54,966	28
55	48	75	80	294	393	1,822	2,389	3,422	2,808	26,298	21,827	29
...	...	...	...	...	...	...	...	8	4	137	83	30
...	1	2	3	26	24	354	296	229	164	4,146	3,080	31
7,397	8,455	11,923	12,873	6,977	8,058	42,709	53,610	135,352	140,186	3,91,173	4,15,427	32
53,565	43,992	61,825	53,147	65,726	103,807	3,37,572	4,40,659	838,646	774,323	40,33,257	38,28,535	

Kolhápur, Yesvantpur-Mysore frontier and Mysore-Nanjangúd railways.
railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

METRE

ASSISTED COM

Progressive No.	Description of commodity.		LIV.—Brahmaputra-Sultanpur.				LV.—Mymensingh-Jamálpur-Jagannathganj.			
			Quantity.		Earnings.		Quantity.		Earnings.	
			Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
			Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.			162		158	...	180	...	130
2	Cotton, raw			14		34	...	...	...	...
3	Cotton, manufactured			525		1,160	74	496	222	1,271
4	Drugs and chemicals			...		...	...	...	...	...
5	Dyes and tans			7		16	...	10	...	23
6	Grain and pulse			4,607		5,897	76	204	123	306
7	Hides and skins			53		98	5	97	9	208
8	Horns			...		...	...	...	...	...
9	Jute			815		1,519	1,940	6,128	1,893	6,931
10	Lac			...		...	...	...	...	...
11	Leather, manufactured			...		...	...	...	...	...
12	Liquors			...		...	3	18	11	57
13	Metals			560		966	25	192	42	336
14	Oils			163		248	5	76	7	73
15	Oil-seeds			8		10	36	266	56	262
16	Opium			...		...	...	...	...	...
17	Paper and paste-board			8		16	...	...	...	...
18	Provisions			91		163	51	79	73	141
19	Railway plant and rolling-stock carried for the public and foreign railways.			...		...	...	...	...	...
20	Salt			991		1,262	19	223	21	299
21	Saltpetre, &c.			...		...	...	...	...	...
22	Silk, raw			...		...	...	...	...	...
23	Silk, piece-goods			...		...	...	...	...	...
24	Spices			116		212	23	252	63	681
25	Stone and lime			412		470	15	95	22	129
26	Sugar			330		489	28	243	51	388
27	Tea			...		...	...	...	...	...
28	Timber			9		14	...	...	...	...
29	Tobacco			257		458	...	36	...	95
30	Wool, raw			...		...	...	...	...	...
31	Wool, manufactured			...		...	...	...	...	...
32	All other articles of merchandise			817		1,520	100	623	257	1,360
	TOTAL		...	9,945	...	14,730	2,400	9,218	2,855	12,690

Opened for traffic on the 1st April 1899.

Opened for traffic on the 1st April 1899.

(a) Including the

H—*contd.*

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE.												
PANIES.												
LVI.—Rohilkund and Kumaon (Company's section) (a).				LVII.—Segowlie-Raxaul.				LVIII.—Bengal-Dooars.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
122	455	171	1,151		682		501	720	2,213	2,781	7,730	1
36	28	219	126		22		57	...	...	...	...	2
3,421	3,710	18,792	20,516		471		679	78	126	481	759	3
274	216	2,488	1,760		18		33	20	6	136	38	4
1,604	1,396	7,914	6,690		29		37	...	3	...	20	5
90,305	122,324	1,92,484	3,01,847		1,340		706	3,813	5,772	16,667	19,945	6
902	811	3,393	3,685		33		33	69	89	308	430	7
53	70	312	409		...		...	...	...	...	...	8
2,576	3,365	9,909	14,794		79		82	61	45	254	213	9
129	132	539	615		...		...	...	...	...	...	10
99	80	663	637		2		6	...	...	...	...	11
1,180	1,163	7,870	6,951		...		...	41	19	315	175	12
2,216	2,266	13,224	13,452		327		393	1,466	1,379	10,552	10,584	13
1,445	1,665	5,112	5,898		308		267	240	306	1,573	2,048	14
19,250	17,426	51,427	49,294		2,889		1,672	36	54	158	188	15
108	173	716	1,774		...		...	...	...	...	...	16
27	45	210	327		...		...	3	...	18	...	17
5,639	5,512	42,793	44,244		63		82	304	374	2,016	2,106	18
8,304	9,468	32,988	36,024		1		1	...	...	...	...	19
11,512	11,268	29,640	29,476		1,237		683	307	571	1,370	1,993	20
115	153	352	492		1		2	...	...	...	...	21
...	...	...	...		...		...	...	...	...	...	22
...	...	...	...		...		...	...	...	...	...	23
754	735	4,294	3,582		119		176	10	17	44	111	24
7,648	5,957	8,916	11,281		188		117	241	435	1,150	1,723	25
24,303	31,045	75,653	99,279		85		57	116	257	759	1,782	26
258	260	3,347	3,626		...		...	12,963	12,599	1,18,884	1,16,009	27
18,071	17,881	52,508	60,774		648		273	291	246	1,198	1,084	28
1,454	1,232	8,049	6,998		142		172	69	61	180	161	29
115	238	791	1,673		...		...	...	...	...	...	30
57	64	385	362		5		9	...	...	...	...	31
48,329	77,221	1,24,319	1,39,858		623		662	4,414	3,774	28,038	24,247	32
250,297	316,359	6,99,478	8,67,595	...	9,312	...	6,700	25,262	28,346	1,86,882	1,91,346	

Opened for traffic on the 1st March 1899.

Opened for traffic on the 1st March 1899.

(a) Lucknow-Bareilly section.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

METRE

ASSISTED COMPANIES

Pro. gressive. No.	Description of commodity.	LIX.—Dibru-Sadiya.				LXI.—Ahmedabad-Parántij.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	190,607	219,321	3,32,880	3,81,798	...	16	...	26
2	Cotton, raw	...	206	...	3,102	508	213	2,691	1,420
3	Cotton, manufactured	164	...	2,769	...	577	502	2,201	1,830
4	Drugs and chemicals	35	131	631	1,340	27	7	100	29
5	Dyes and tans	...	...	...	...	234	222	903	796
6	Grain and pulse	16,104	16,834	1,10,638	1,16,522	8,055	15,024	16,660	30,080
7	Hides and skins	...	...	...	...	60	964	199	4,009
8	Horns	...	...	...	...	3	48	10	100
9	Jute	...	...	...	...	227	273	694	779
10	Lac	...	...	...	...	2	1	10	2
11	Leather, manufactured	...	...	...	...	42	52	131	155
12	Liquors	176	169	1,572	1,627	10	16	37	46
13	Metals	2,103	2,156	19,963	21,003	454	2,057	1,462	2,768
14	Oils	2,895	3,273	10,596	12,223	167	227	432	535
15	Oil-seeds	...	...	...	...	2,903	4,342	6,359	8,672
16	Opium	...	...	...	...	3	1	30	1
17	Paper and paste-board	...	...	...	...	7	5	35	21
18	Provisions	652	594	6,615	5,434	543	1,781	1,675	3,134
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	...	...	...	46	47	155	7
20	Salt	401	474	3,384	3,857	2,707	3,028	7,035	7,680
21	Saltpetre, etc.	...	...	...	...	6	5	17	16
22	Silk, raw	...	...	...	...	...	...	...	...
23	Silk, piece-goods	...	...	...	...	...	...	1	...
24	Spices	...	...	...	...	477	603	1,073	1,351
25	Stone and lime	1,321	2,325	4,096	6,441	1,666	3,856	3,669	6,208
26	Sugar	356	275	2,960	2,268	1,062	1,164	3,336	3,657
27	Tea	7,526	7,674	61,691	66,525	5	...	4	...
28	Timber	3,586	4,039	17,532	16,419	536	692	1,039	1,323
29	Tobacco	...	...	...	...	363	343	1,074	845
30	Wool, raw	...	...	...	...	39	109	179	431
31	Wool, manufactured	...	...	...	...	...	1	...	7
32	All other articles of merchandise.	7,123	6,578	33,625	35,893	10,089	26,658	17,184	24,850
	Total	233,049	264,049	6,01,952	6,74,471	31,418	72,237	68,795	1,10,788

H—*contd.*

on the Standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

—concld.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								Progressive No.
LXII.—NILGIRI.				LXIII.—THE GAEKWAR'S MESHÁNA.				LXIV.—HYDERABAD-GÓDÁVARI VALLEY				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	...		...	5	2	8	5		242		481	1
	...		...	729	1,058	1,551	2,709		293		2,636	2
	29		430	2,016	2,010	4,506	5,180		100		1,123	3
	23		123	36	24	70	62		13		127	4
	26		141	274	174	539	338		25		380	5
	1,701		16,679	39,915	38,924	66,477	49,179		5,186		22,266	6
	2		20	136	1,839	253	4,048		316		2,991	7
	...		1	6	47	9	68		14		95	8
	9		72	840	798	1,322	1,236		81		534	9
	...		...	1	...	1	...		...		4	10
	2		22	50	78	110	143		1		13	11
	409		1,802	5	9	10	19		6		49	12
	91		983	1,106	1,002	1,715	1,544		247		1,900	13
	59		593	947	1,318	1,998	2,222		237		1,628	14
	29		192	22,716	24,940	30,193	29,007		300		1,336	15
	...		...	8	...	40	1		...		2	16
	1		15	43	19	62	32		15		128	17
	227		1,487	2,900	3,445	5,272	5,964		421		3,304	18
	...		...	1,580	528	1,243	374		7		49	19
	...		...	25,657	26,697	38,886	41,611		964		5,320	20
	...		...	138	44	180	66		58		390	21
	...		...	6	3	18	11		...		2	22
	...		...	...	5	2	15		1		11	23
	2		10	498	571	1,149	1,434		122		1,018	24
	27		352	2,215	2,771	4,507	4,373		2		11	25
	27		359	8,030	8,852	14,713	16,845		295		1,991	26
	36		453	10	9	29	23		...		7	27
	80		689	6,238	4,508	9,072	6,864		70		347	28
	3		29	361	359	722	793		22		194	29
	...		...	57	73	175	216		...		...	30
	3		52	1	11	4	20		1		8	31
	746		8,616	7,650	19,818	19,456	30,933		375		2,303	32
...	3,562	...	33,120	124,174	130,936	2,04,292	2,05,395		9,413		50,798	

Opened for traffic on the 15th June 1899.

Opened for traffic on the 15th June 1899.

Opened for traffic on the 21st October 1899.

Opened for traffic on the 21st October 1899.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	Description of commodity.	METRE											
		Lines owned and worked by											
		LXXII.—Jodhpur-Bikaner.								LXXIII.—Udaipur-Chitor.			
		Jodhpur section.				Bikaner section.							
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	206	98	739	157	183	2,789	355	2,450	...	...	...	...
2	Cotton, raw	133	50	1,652	501	18	7	149	63	743	644	4,201	3,513
3	Cotton, manufactured	2,596	1,593	21,939	14,287	305	237	1,559	1,255	712	475	4,950	3,698
4	Drugs and chemicals	86	77	916	1,091	10	15	72	89	44	48	310	362
5	Dyes and tans	515	345	4,100	2,965	44	35	218	189	143	139	911	1,012
6	Grain and pulse	53,488	128,629	2,78,921	6,75,795	19,110	27,985	38,706	53,160	2,194	13,066	8,152	48,592
7	Hides and skins	423	2,248	2,954	21,717	46	103	203	462	137	263	558	1,209
8	Horns	...	7	2	45	...	...	...	...	1	...	6	...
9	Jute	1,047	1,901	7,764	14,003	213	304	750	998	120	130	399	619
10	Lac	44	19	359	179	8	3	40	10	21	9	100	40
11	Leather, manufactured	244	59	1,561	519	6	3	31	22	5	11	23	35
12	Liquors	18	9	272	137	4	2	36	22	8	10	96	113
13	Metals	3,119	3,659	13,432	12,438	193	233	976	890	382	245	2,051	1,604
14	Oils	417	407	3,606	3,118	151	78	519	255	123	198	589	1,094
15	Oil-seeds	1,161	3,254	5,721	15,487	315	378	794	1,064	813	124	1,895	475
16	Opium	76	34	930	417	16	6	119	58	58	131	476	1,024
17	Paper and paste-board	89	105	654	819	28	17	81	60	37	34	232	242
18	Provisions	3,122	3,310	24,022	24,707	751	846	2,691	2,898	616	1,198	2,929	6,250
19	Railway plant and rolling-stock carried for the public and foreign railways.	552	20,552	3,549	49,757	...	13	...	8	92	834	78	735
20	Salt	17,799	38,375	97,695	2,20,779	182	135	397	313	917	1,563	3,502	6,356
21	Saltpetre, &c.	305	234	2,045	1,617	116	60	310	186	79	115	270	641
22	Silk, raw	...	1	...	3	...	...	...	...	...	...	...	...
23	Silk, piece-goods	...	...	2	1	1	...	4	...	...	...	5	...
24	Spices	1,151	1,118	10,557	9,865	314	304	1,435	1,371	183	154	742	890
25	Stone and lime	7,125	7,839	18,328	19,728	6,661	12,633	15,496	24,527	505	662	1,468	1,468
26	Sugar	13,955	12,261	1,07,953	95,993	2,026	1,733	6,289	5,623	1,465	1,694	6,082	7,969
27	Tea	3	69	23	507	...	...	1	...	...	...	4	6
28	Timber	1,057	1,190	7,478	8,195	298	405	954	1,133	64	96	324	575
29	Tobacco	1,277	864	9,663	6,040	146	136	611	497	477	431	2,083	1,911
30	Wool, raw	2,268	2,401	16,644	20,645	98	77	555	472	63	80	383	553
31	Wool, manufactured	123	133	1,655	1,881	45	62	269	352	1	6	9	36
32	All other articles of merchandise.	6,764	14,709	40,662	88,030	2,738	669	6,473	2,442	1,051	3,099	7,728	15,093
	Total	119,163	245,515	6,85,798	13,11,623	34,027	49,268	80,093	1,00,869	11,054	25,459	50,556	1,06,115

H—*concld.*

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—*concld.*

NATIVE STATES—*concld.*				FOREIGN LINES.								Progressive No.
LXXIV—Bhávnagar-Gondal-Junágad-Porbandar (*a*).				LXXIX—West of India Portuguese.				LXXX—Kárṇikkal-Peralam.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,594	3,895	7,506	11,283	...	1	...	2	...	...	1	1	1
35,724	35,168	2,46,764	2,03,970	806	21,665	3,126	82,384	...	...	...	...	2
3,091	2,889	22,879	20,984	351	2,425	1,482	12,135	21	25	62	61	3
158	153	2,277	1,845	26	123	139	739	4	20	11	68	4
850	626	5,273	3,741	2	376	7	1,261	4	11	9	21	5
57,585	97,606	2,03,514	3,52,077	8,612	35,000	21,136	92,158	824	1,414	438	1,108	6
478	1,780	3,455	12,996	47	65	197	235	40	70	41	158	7
17	71	83	323	...	...	...		...	1	1	2	8
1,587	1,423	8,101	6,886	16	41	68	212	49	73	42	103	9
13	17	93	131	...	...	...	...	1	5	2	6	10
59	45	588	403	...	...	...	...	...	...	1	...	11
147	133	1,411	1,223	75	460	304	1,667	6	3	12	6	12
5,452	3,386	28,531	19,299	3,474	1,075	7,195	4,263	25	20	56	33	13
4,775	4,517	21,649	20,541	8,896	7,741	23,477	22,922	91	128	120	146	14
13,032	13,589	48,290	42,220	1,319	15,488	3,328	36,095	69	35	94	42	15
18	12	301	161	...	...	...	...	...	...	...	...	16
187	180	1,455	1,167	...	...	...	...	3	3	6	6	17
11,451	16,149	62,335	83,631	38	204	150	780	471	254	464	311	18
2,525	288	8,595	1,253	...	...	...	...	10	3	10	4	19
5,114	5,212	8,367	8,227	9,865	7,180	21,325	16,171	83	5	34	6	20
35	62	213	370	...	...	...	...	1	2	2	3	21
5	10	56	79	...	1	1	10	...	...	1	1	22
5	...	72	3	...	...	...	...	...	...	...	...	23
1,637	1,888	9,617	11,271	459	597	1,612	2,444	203	524	178	781	24
61,865	62,819	40,692	48,823	20	43	61	138	453	627	424	441	25
11,325	10,451	52,972	45,756	149	939	348	2,874	76	238	103	377	26
18	18	211	162	5	235	22	740	...	...	...	...	27
21,076	18,041	1,07,626	91,999	354	578	669	1,113	143	573	83	222	28
1,958	1,624	5,224	6,729	326	326	1,220	1,251	16	8	20	15	29
416	510	3,552	4,008	2	43	9	239	...	...	...	...	30
20	14	116	71	17	30	62	134	...	...	...	...	31
13,638	18,882	70,434	85,431	8,987	19,464	23,105	60,232	455	559	545	574	32
255,955	301,458	9,72,252	10,87,063	43,646	114,100	1,09,043	3,40,199	3,048	4,601	2,760	4,496	

(*a*) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways. Dhrángadrá from 1st June 1898.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

BY

F. R. UPCOTT, Esq., C.S.I.,
SECRETARY TO THE GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT, RAILWAYS.

PART II.

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1900.

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8, HASTINGS STREET.

References to the map of India shewing the systems of railways corrected to the 30th September 1900.

RAILWAY SYSTEMS AND STEAM TRAMWAYS.

[Alphabetically arranged.]

N.B.—Connected lines and branches worked by another administration are grouped under the Home system.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	X.—Agra-Delhi Chord.	Miles.	Miles.	Miles.	Miles.
Standard (5′—6″)	Agra to Delhi	*121·16	...	...	...
	XLVIII.—Assam-Bengal.				
Metre	Chittagong to Dámchara, including Port line	272·78	...	...	...
	Dámchara to Tinsukia, Jn. with Dibru-Sadiya ry.	*299·81	...	...	...
	Laksam to Chandpur (*Chandpur bch.*)	31·62	...	...	...
	Badarpur to Silchar (*Silchar bch.*)	18·62	...	...	...
	Gauháti to Lumding (*Gauháti bch.*)	112·93	...	...	...
	Total	735·76	...	...	...
Ft. In.	LXXXVII.—Barsi Light.				
2 6	Bársi Jn. to Bársi Town	...	...	...	21·75
	Bársi Jn. to Pandharpur	...	...	...	*33·16
	Total	...	...	...	54·91
	XXXIX.—Bengal and North-Western.†				
	Tirhoot section.				
Metre	Semaria Ghát to Bettiah	145·87	...	...	...
	Samastipur to Khanwa Ghát (*Kosi extn.*)	98·92	...	...	...
	Darbhanga to Bairagnia (*Bairagnia bch.*)	60·51	...	...	...
	Sakri to Jainagar (*Branch*)	*30·47	...	...	...
	Mozufferpore to Sonepore (*Sonepore bch.*)	34·61	...	...	...
	Hajeepore to Hajeepore Ghát (*Hajeepore bch.*)	1·89	...	...	...
	Hajeepore to Bachhwara (*Branch*)	44·25	...	...	...
	Barauni Jn. to Thana Bihpur	66·17	...	...	...
	Thana Bihpur to Katihár	*52·83	...	...	...
	Sahebpoor Kamal to Monghyr Ghát (*Bch.*)	7·00	...	...	...
	Company's section.				
	Sonepore to Ajodhya	238·60	...	...	...
	Sonepore to Bunwárchak (*Ganges loop line*)	9·34	...	...	...
	Chupra to Revelganj (*Revelganj bch.*)	7·34	...	...	...
	Bhatni to Turtipur } (*Turtipur bch.*)	17·14	...	...	...
	Salimpur to Barhaj }	12·77	...	...	...
	Gorakhpur to Uska Bazar (*Uska Bazar bch.*)	36·58	...	...	...
	Mankapur to Naipálganj Road (*Bch.*)	83·98	...	...	...
	Gonda to Jarwal Road (*Bahramghát bch.*)	28·05	...	...	...
	Jarwal Road to Burhwal, with bridge (*Bch.*)	10·02	...	...	...
	Gonda to Tulsipur (*Tulsipur bch.*)	41·00	...	...	...
	Nanpara to Katarnian-Ghát (*Katarnian Ghát bch.*)	42·08	...	...	...
	Ganges-Gogra Doab lines—				
	Turtipur to Benares Cant.	82·26	...	...	...
	Kopaganj Road to Chand-deara Ghát	66·61	...	...	...
	Manjhi Ghát to Revelganj Ghát	3·71	...	...	...
	Mau to Azamgarh	27·15	...	...	...
	Azamgarh to Shahganj	*33·00	...	...	...
	Aunrihar to Ghazipur Ghát	28·37	...	...	...
	(*vii.—Segowlie-Raxaul*)—				
	Segowlie to Raxaul	...	...	...	18·09
	Total	1,318·52	...	...	18·09
	II.—Bengal Central.‡				
Standard	Dum-Dum to Khoolna (*Dum-Dum sec.*)	104·51	...	...	...
	Ránaghat to Bongong (*Ránaghat sec.*)	20·50	...	...	...
	Dum-Dum Cant. to Pattipookur	*2·68	...	...	...
	Total	127·69	...	...	...

* Under construction or sanctioned for construction.

† Although for convenience classed amongst State railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

‡ Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	LVIII.—Bengal Doors.				
Metre	East bank of Teesta to Dam Dim	...	...	...	31'00
	Dam Dim to Bagrakote	...	...	...	*6'76
	Lataguri to Ramshai (*Bch.*)	...	...	...	5'40
	Mal to Hastupara (*Eastern extn.*)	...	...	...	*44'00
	Barnes jn. to Baura. } *Southern extn.*	...	...	...	28'45
	Baura to Lalmonir Hát. }	...	...	...	*37'35
	Total	...	...	...	152'96
	III.—Bengal-Nágpur.				
Standard	Ásansol *vid* Biláspur to Nágpur	626'69	...	...	...
	Sanctoria coal branch	7'03	...	...	...
	Sini to Rajapur Khal	151'73	...	...	...
	Rajapur Khal to Howrah	*19'80	...	...	...
	Khal Bridge to Kóla Riverside station (*Bch.*)	4'00	...	...	...
	Khargpur to Barang	188'50	...	...	...
	Khargpur to to the right bank of the Cossye river	5'75	...	...	...
	Right bank of the Cossye river to Bujudih (*a*)	*116'64	...	...	...
	Jharsuguda to Sambalpur (*Sambalpur bch.*)	30'23	...	...	...
	Biláspur to Katni (*Katni bch.*)	196'93	...	...	...
Ft. In. 2 6	(*lxxxii.—Raipur-Dhamtari branch*)—				
	Raipur to Kurud	32'00	...	...	...
	Kurud to Dhamtari	*13'45	...	...	...
	Abhanpur to Rajim (*Bch.*)	10'28	...	...	...
	Total	1,400'03	...	...	...
	LXXV.—Bhávnagar-Gondal-Junágad-Porbandar.				
Metre	Bhávnagar Docks to Wadhwán	...	...	...	(*b*) 105'20
	Dhola junction to Porbandar Bandar	...	...	...	(*c*) 158'79
	Jetalsar junction to Verával Docks	...	...	...	(*d*) 69'85
	(*lxxv.—Jetalsar-Rájkot*)	...	...	...	46'23
	(*lxxvi.—Jámnagar*)—Rájkot to Jámnagar	...	...	...	(*e*) 54'28
	(*lxxvii.—Dhángadrá*)	...	...	...	20'83
	Total	...	...	...	455'18
	XVIII.—Bombay, Baroda and Central India.				
Standard	Bombay (Colába) to Wadhwán	...	...	389'57	...
	Anand to Godhra (*Godhra bch.*)	...	...	49'21	...
	Viramgám to Khárághoda (*Pátri bch.*)	...	...	22'12	...
Metre	(*lxi.—Ahmedabad-Páranij*)—Ahmedabad to Idar				
	Ahmednagar	...	...	...	54'59
Standard	(*lxi.—Godhra-Ratlam-Nágdá*)—Godhra to Nágdá	141'14	...	...	...
	(*lxxii.—Nágdá-Ujjain*)	...	...	...	34'32
Metre	(*lxiii.—Pálanpur-Deesá*)	17'28	...	...	...
Ft. In. 2 6	(*lxxvi.—Rajpipla*)—				
	Anklesvar to Nandod	...	...	...	37'37
	(*xii.—(Rajputana-Malwa)—(Rajputana section.)*				
Metre	Delhi to Ahmedabad	579'75	...	...	...
	Garhi Harsaru to Farukhnagar (*Farukhnagar Salt bch.*)	7'75	...	...	...
	Bándikui to Jumna East bank (*Agra bch.*)	(*f*) 96'14	...	...	...
	Phulera to Jowrah (*Sambhar Lake salt bch.*)	22'50	...	...	...
	Sambhar to Japog (*Branch*)	4'50	...	...	...
	Additional salt sidings in the Sambhar lake	6'27	...	...	...
	(*Malwa section.*)				
	Ajmer to Khandwa	393'27	...	...	...
	Fatehabad to Ujjain City (*Ujjain bch.*)	14'88	...	...	...
	(*Cawnpore-Achnera section.*)				
	Cawnpore to Achnera	239'34	...	...	...
	Mandhana to Brahmávart (*Brahmávart bch.*)	5'00	...	...	...
	Kásganj to Soron (*Soron bch.*)	9'00	...	...	...
	Muttra to Brindaban (*Brindaban bch.*)	7'32	...	...	...
	(*Rewári-Fázilka section.*)				
	Rewári to Fázilka	(*g*) 262'77	...	...	...
Standard	(*xxv.—Tapti Valley*)—				
	Kankra Khari to Amalner	...	...	...	155'77
Ft. In. 2 6	(*xcv.—The Gaekwar's Dabhoi.*)—				
	Miyágám *vid* Dabhoi to Bodeli	...	...	...	42'41
	Dabhoi *vid* Vishvámitri to Padra (*Bch.*)	...	...	...	25'77
	Dabhoi to Chándod (*Bch.*)	...	...	...	10'62
Metre	(*lxxix.—Vijapur-Kalol*) Kalol to Vijapur	...	...	...	*29'60
	(*lxxviii.—Jaipur*) Sánganer to Siwai Mádhopur	...	...	...	*72'85
	(*lxxii.—The Gaekwar's Mehsána.*)—				
	Viramgám *vid* Mehsána to Kherálu	...	...	...	67'94
	Mehsána to Pátan	...	...	...	24'69
Standard	(*xxxiii.—The Gaekwar's Petlád*)—				
	Anand to Petlád	...	...	...	13'35
	xxxv.—Petlád-Cambay—				
	Petlád to Cambay	...	...	...	*20'75
	Total	1,804'91	...	460'90	590'03

* Under construction or sanctioned for construction.
(*a*) Commencement of work has not been authorized on the Midnapore-Bujudih section (115'14 miles).
(*b*) Including 0'87 mile of Bhávnagar Dock line.
(*c*) Including 1'35 miles of Porbandar Dock estate line.
(*d*) Including 2'35 miles of Junágad quarry line and 0'30 mile Junágad Dock estate line.
(*e*) Including 3'99 miles of Dock estate lines.
(*f*) Of this length, 3'07 miles are laid on both the standard and metre gauges, except on the Jumna bridge, where a mixed gauge is laid.
(*g*) Including 26'28 miles of mixed gauge mileage between Kot Kapura and Bhatinda worked over by the North-Western State and Rajputana-Malwa railways.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XLIX.—Burma.				
Metre	Rangoon to Prome (*Irrawaddy line*)	161·00	...	...	...
	Rangoon to Mandalay	386·00	...	...	...
	Myohoung to Nawnghkio	73·00	...	...	...
	Nawnghkio to right bank of the Salween river	*157·72	...	...	...
	Suburban lines	9·00	...	...	...
	Sagaing to Myitkyina (*Mu Valley line*)	331·29	...	...	...
	Letpadan *vid* Henzada to Bassein	*119·01	...	...	...
	Thazi to Myingyan (*Myingyan bch.*)	70·10	...	...	...
	Mandalay to Mandalay shore (*Bch.*)	2·50	...	...	...
	Myohaung to Amarapura shore (*Myohaung bch.*)	6·00	...	...	...
	Sagaing *vid* Monywa to Alon (*Branch*)	71·00	...	...	...
	Naba to Katha (*Katha bch.*)	14·40	...	...	...
	Total	1,401·02	...	...	...
	XV.—Calcutta Port Commissioners'.				
Standard	Cossipore to Kidderpore docks	...	6·22	...	...
	Telkul Ghât Rd. to Bhurpara Khal at Shalimar	...	2·31	...	...
	Total	...	8·53	...	...
Ft. In.	**LXXXIV.—Cherra-Companyganj.**				
2 6	Companyganj to Komora lime stone quarry	...	8·00	...	...
	LXXXVI.—Darjeeling-Himalayan.				
2 0	Siliguri to Darjeeling	...	...	...	51·00
	LIII.—Deoghur.				
Metre	Baidyanáth to Deoghur	...	...	...	4·79
	LIX.—Dibru-Sadiya.				
Metre	Dibrugarh to Dihing bridge	...	...	...	61·50
	Makum junction to Tálap (*Tálap bch.*)	...	...	...	16·00
	lx.—Ledo and Tikak-Margherita Colliery— Dihing Bridge to Ledo (including Namdang branch)	...	...	...	7·50
	Total	...	...	...	85·00
	XVI.—East Coast State.				
Standard	Washermenpet to Barang (main line)	...	(*a*)765·10	...	...
	Bezwada station facing points to the distant signal of the Bezwada extn. (*Bch.*)	...	0·22	...	...
	Sámalkôt to Cocanada Port (*Cocanada bch.*)	...	10·33	...	...
	Waltair to Vizagapatam including Wharf and Swamp lines (*Vizagapatam bch.*)	...	4·97	...	...
	Khurda Road to Puri (*Puri bch.*)	...	27·18	...	...
	Total	...	807·80	...	...

* Under construction or sanctioned for construction.

(*a*) Including 2·66 miles laid on a mixed gauge and 0·33 mile on the metre gauge.

Gauge.	Railway.	State.		Guaranteed companies.	Assisted companies and others.
		Worked by companies.	Worked by the State.		
	XIV.—Eastern Bengal State.				
Standard	*Eastern section (Eastern Bengal railway)*—				
	Calcutta (Sealdah) to jn. with bch. to Panchooria	...	145·07	...	...
	Canal junction to Chitpore (*Chitpore bch.*)	...	2·00	...	...
	Poráḍaha to Golabnuggar (*Poráḍaha bch.*)	...	17·89	...	...
	Rajbári to Goalundo	...	4·41	...	...
	Mile 145·07 to Faridpur (*Rajbari-Faridpur bch.*)	...	19·36	...	...
	Belgachhi to the Ganges	...	2·30	...	...
	Bhydea jn. to Borat (*Bch.*)	...	3·17	...	...
	Panchoosia to the Ganges (*Fakirabad line*)	...	*6·00	...	...
	Jagati jn. to Kaligunga (*loop*)	...	3·77	...	...
	Southern sec. (Calcutta and S.-E. railway)—				
	Calcutta to Port Canning (*Original line*)	...	28·45	...	...
	Sonárpur to Hara Fort (*Diamond Harbour line*)	...	27·96	...	...
	Ballygunge to Budge-Budge (*Budge-Budge extension*)	...	13·66	...	...
	i.—Northern, Behar & Dacca secs. and Kaunia-Dharlla bch.				
Metre	*Northern section (Northern Bengal State railway).*				
	Sára Ghát to Siliguri	...	108·00	...	...
	Párbatipur to Kaunia (*Rungpore bch.*)	...	34·00	...	...
	Teesta to Dhubri	...	(*a*)*38·83	...	...
	Teesta bridge at Kaunia and approaches	...	*4·87	...	...
	Párbatipur to Dinagepore (*Dinagepore bch.*)	...	17·75	...	...
	Behar section (Assam-Behar State railway)—				
	Manihári Ghat to Dinagepore	...	85·67	...	...
	Katihár to Ancharághát (*Kosi bch.*)	...	72·91	...	...
	Bársoi to Kissengunge (*Bársoi-Kissengunge bch.*)	...	35·11	...	...
	Dacca section (Dacca State railway)—				
	Náráyanganj Ghát to Mymensingh	...	85·92	...	...
Ft. In.	*Kaunia-Dharlla branch*—				
2 6	Teesta junction to Jatrapur	...	23·25	...	...
	Teesta junction to Mogalhát	...	(*b*)13·78	...	...
	Santrabari extension (British section)—				
	South Bank of the Kaijani river to Raja Bhat Khawa	...	11·34	...	...
	Raja Bhat Khawa to Jhainti	...	*8·74	...	...
	(section—Cooch Behar railway)—				
	Gitaldaha to Cooch Behar town	...	...	...	22·38
	Santrabari extn.—Native State sec.				
	Cooch Behar to Alipur Duar	...	...	...	11·35
Metre	*(iv.—Mymensingh-Jamalpur-Jagannathganj)*—				
	Mymensingh to Jagannáthganj	...	...	...	53·37
	(iiv.—Brahmaputra-Sultanpur)—				
	Santahar to Fulchhari	...	...	...	59·50
	TOTAL	...	902·21	...	146·60

* Under construction or sanctioned for construction.

(*a*) Excluding the section of the Kaunia-Dharlla line from Teesta junction to Mogalhat (2' 6" gauge), 13·78 miles, which is under conversion to the metre gauge and will form part of this railway.

(*b*) Under conversion to the metre gauge.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	I.—East Indian.	Miles.	Miles.	Miles.	Miles.
Standard	Howrah *vid* chord line to Delhi	955·08	...	...	...
	Bhadreswar to the Hooghly river (*Bhadreswar bch.*)	2·60	...	...	...
	Hooghly to Naihátí (*Hooghly bridge bch.*)	4·22	...	...	...
	Ondál to Alipur block hut (*Ondál loop*)	31·54	...	...	...
	Ikrah to Domohani (*Ikrah bch.*)	8·92	...	..	...
	Sitarampur to Kátrásgarh (*Jherriah bch.*)	39·23	...	...	...
	Sitarampur to Domohani	*6·99	...	...	..
	Pandra branch	*3·24	...	...	...
	Salanpur to Shamdi (*Salanpur bch.*)	5·53	...	...	...
	From a point near Barákar to Chanch (*Chanch bch.*)	3·88	...	...	...
	Dheria Jeba to the Damoodar river (*Damoodar bch.*)	9·77	...	...	...
	Madhupur to Kurhurbaree collieries (*Kurhurbaree bch.*).	26·70	...	...	...
	Mokameh to the Ganges river (*Mokameh bch.*)	3·70	...	...	...
	Bankipore to Gya (*Patna-Gya bch.*)	57·47	...	...	...
	Bankipore to Dígha Ghát (*Dígha Ghát bch.*)	5·53	...	...	...
	Dildárnagar to Tárighát (*Tárighát bch.*)	12·00	...	...	...
	Moghal Sarai to Gya (*Moghal Sarai-Gya bch.*)	125·48	...	...	...
	Bárun to Daltonganj including colliery branch	*78·32	...	...	...
	Naini to Jubbulpore (*Jubbulpore bch.*)	223·58	...	...	...
	Allahabad fort bch.	2·34	...	...	...
	Cawnpore City bch.	0·88	...	...	...
	Shikohabad to Farukhabad	*65·82	...	...	...
	Túndla to Agra (Jumna E. bank) (*Agra bch.*)	13·35	...	...	...
	Háthras City bch.	5·58	...	...	...
	Khána to Luckeeserai (*Loop line*)	250·39	...	...	...
	Naihátí to Azímganj (*Azimganj bch.*)	27·48	...	...	...
	Tinpahár to Rajmehal (*Rajmehal bch.*)	7·23	...	...	...
	Maharajpur bch.	4·84	...	...	...
	Sakrighat bch.	1·99	...	...	...
	Sultangunge bch.	1·16	...	...	...
	Jamálpur to Monghyr (*Monghyr bch.*)	5·68	...	...	...
Ft. In.	(*xx.—Delhi-Umballa-Kalka*)—Delhi to Kalka	...	...	...	162·23
2 6	(*xxvii.—Rewah*)—Rewah to Sutna	...	...	...	*31·81
Standard	(*xxii.—South Behar,—Luckeeserai-Gya*)—Luckeeserai to Gya	...	...	...	78·83
Ft. In.	(*xxi.—Tarkessur*)—Seoraphuli to Tarkessur	...	...	...	22·23
2 0	(*xciii.—Kalka-Simla*)	...	...	...	*58·00
	Total	1,990·52	...	...	1353·10
	XVII.—Great Indian Peninsula. (*a*)				
Standard	Bombay to Jubbulpore (*North-east line*)	...	...	615·11	...
	Chálisgaon to Dhulia (*Bch.*)	...	...	*34·84	...
	Jalgaon to Amalner (*Bch.*)	...	...	34·28	...
	Bhusával to Nágpur (*Nágpur bch.*)	...	...	243·25	...
	Gádarváda to Gollitoria (*Mohpani bch.*)	...	...	13·54	...
	Kalyán to Ráichúr (*South-East line*)	...	...	408·86	...
	Palasdhari to Khopoli (*Khopoli bch.*)	...	...	7·24	...
	(*viii.—Dhond-Manmád*)—Dhond to Manmád	145·44	...	...	...
	(*xxvi—Khámgaon*)—Jalamb to Khámgaon	...	...	...	7·55
	(*xxvii.—Amráoti*)—Badnera to Amráoti	...	...	...	5·44
	(*vii.—Wardha Coal*)—Wardha to Warora	44·88	...	...	...
	Total	190·32	...	(*a*) 1,357·12	12·99
Ft. In.	**LXXXVIII.—Howrah-Amta.**				
2 0	Teikul Ghát (Howrah) to Amta	...	...	...	27·19
	Bargachia to Jagatballubpur (*Bch.*)	...	...	...	1·50
	Total	...	...	...	28·69
Ft. In.	**LXXXIX.—Howrah-Sheakhalla.**				
2 0	Kadamtolla (*b*) to Sheakhalla	...	...	...	17·38
	Chanditolla to Jonai (*Bch.*)	...	...	...	2·37
	Total	...	...	...	19·75

* Under construction or sanctioned for construction.
(*a*) Purchased by the State on the 1st July 1900.
(*b*) The Howrah-Kodamtolla section of the Howrah-Amta railway is worked over.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	IV.—Indian Midland.				
Standard	Bhopal to Agra Cantonment	315·52	...	...	...
	Bhopal to point of jn. with Bhopal-Ujjain ry.	0·21	...	...	...
	Bina to Katni Murwara (*Katni bch.*)	162·93	...	...	...
	Bina tolpoint of jn. with Bina-Goona ry. (*Bch.*)	2·00	...	...	...
	Jhánsi to Mánikpur (*Mánikpur bch.*)	180·37	...	...	...
	Jhánsi to Cawnpore (*Cawnpore bch.*)	135·22	...	...	...
	(*v & xxx.—Bhopal-Itársi*) *British section.*				
	Itársi to the frontier of the Bhopal state	13·11	...	...	...
	Native state section.				
	Frontier of the Bhopal state to Bhopal	...	...	...	44·00
	Centre of Bhopal stn. to point of jn. with Bhopal-Ujjain ry. (*Bch.*)	...	...	...	0·28
	(*xxix.—Bhopal-Ujjain*)—Bhopal to Ujjain	...	...	...	113·27
	(*xxviii.—Bina-Goona-Bárán*)—				
Ft. In. 2 0	Bina to Bárán	...	...	...	145·19
	xciv.—Gwalior Light—				
	Sipri to Bhind	...	...	...	(*a*)126·24
	Total	809·36	...	...	428·88
	LXXII.—Jodhpur-Bikaner.				
	Jódhpur section.				
Metre	Marwar to the Bikaner frontier	...	...	...	187·50
	Lúni junction to Pachpadra (*Pachpadra bch.*)	...	...	...	60·00
	Merta Road to Kucháman Road	...	...	...	73·00
	Bálotra-Jodhpur fron. extn. (*Native state section*).				
	Bálotra to Barmer	...	...	...	60·00
	Barmer to the Jodhpur frontier	...	...	...	*75·00
	Bikaner section.				
	Bikaner frontier to Bikaner town	...	...	...	43·50
	Gigasar to Palana (*Bch.*)	...	...	...	9·50
	Bikaner-Suratgarh extension.				
	Bikaner to Dulmera	...	...	...	42·00
	Dulmera to Bhátinda	...	...	...	*160·00
	lii.—Shadipalli-Bálotra (*British section*)—				
	Hyderabad (Sind) to Jodhpur frontier	...	(*b*)*69·06	...	...
	Total	...	69·06	...	710·50
	LXXXIII.—Jorhát.				
Ft. In. 2 0	Gosáigáon to Titábar	...	18·25	...	...
	Alternative cold weather section	...	2·75	...	...
	Chenimara to Mariani (*Mariani bch.*)	...	7·00	...	...
	Total	...	28·00	...	...
	XIX.—Madras.				
Standard	Madras to Calicut (*South-west line*)	...	...	413·14	...
	Calicut to Azhikal	...	...	*59·76	...
	Veyasarpaudy to Beach (*Báyápuram bch.*)	...	...	3·20	...
	Walajah Road to Ránipet (*Ranipet bch.*)	...	...	4·17	...
	Jalarpet to Bangalore City (*Bangalore bch.*)	...	...	87·42	...
	Pódanúr to Mettupálaiyam (*Nilgiri bch.*)	...	...	25·75	...
	Olavakkót to Palghát town (*Palghat bch.*)	...	...	2·47	...
	Arkonam to Ráichúr (*North-west line*)	...	...	308·28	...
	(*xxxiv.—Kolar Gold-fields*)—Bowringpet to Marikuppam	...	...	...	19·00
Metre	*lxii.—Nilgiri*—				
	Mettupálaiyam to Coonoor	...	...	...	16·99
	lxxx.—Shoranur-Cochin	...	...	...	*64·68
	Total	...	...	904·19	91·58
	XCIX.—Morvi.				
Ft. In. 2 6	Wadhwán to Morvi	...	...	...	67·21
	Vánkáner junction to Rájkot (*Rájkot bch.*)	...	...	...	25·86
	Total	...	...	...	93·07
	XXXI.—Nizam's Guaranteed State.				
Standard	Wádi to S.-E. British frontier	...	...	...	310·09
	Husain Ságar to Hyderabad (*Hyderabad bch.*)	...	...	...	3·58
	Dornakal to Singareni coal-fields (*Mineral bch.*)	...	...	...	16·50
	[*lix.—Bezwada extension* (*East Coast State*)]—				
Metre	Bezwada to Hyderabad S.-E. frontier	20·58	...	...	...
	(*lxiv.—Hyderabad-Godávari Valley*)—				
	Manmád to Purbhani	...	...	...	180·23
	Purbhani to Nánded	...	...	...	* 34·96
	Nanded to Secunderabad	...	...	...	169·09
	Total	20·58	...	...	714·41

* Under construction or sanctioned for construction.

(*a*) Including 9·43 miles of His Highness the Maharaja Scindia's private railways.

(*b*) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli railway, standard gauge, between Shadipalli and Rahoki, to be converted to the metre gauge, as also 6·33 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XI.—North Western State.				
	Main line and branches (Commercial).				
Standard .	Ghâziabad to Peshâwar Cant.	...	622·83	...	...
	Lahore to Kiâmâri, incldg. Napier Mole line	...	821·85	...	...
	Mecan Meer E. to Mecan Meer W. (*Chord line*)	...	(*a*)2·13	...	...
	Kotri to Hyderabad (Sind) } *Kotri-Rohri*	...	5·30	...	...
	Rahoki to Rohri } (*Chord line*)	...	178·93	...	...
	Amritsar to Pathânkot (*Pathânkot bch.*)	...	66·70	...	...
	Wazirabad to Khanewal { (*Wazirabad-Khanewal bch.*)	...	201·68	...	...
	Wazirabad to the frontier of the Kashmir state (*Kashmir bch.*)	...	35·58	...	...
	Râewind to Bhâtinda (*Bhâtinda bch.*)	...	(*a*)87.36	...	...
	Phulji to Puranadera (*Puranadera bch.*)	...	2·57	...	...
	Hussainiwala to Ferozepore Cant. } *Branches.*	...	(*b*)3·50	...	...
	Sukkur to Sukkur Bandar } *Branches.*	...	1·25	...	...
	Kotri to Kotri Bandar } *Branches.*	...	1·14	...	...
	Frontier section, Military.				
	(*Sind-Sagar ry.*)—				
	Lâla Mûsa to Sher Shâh	...	344·60	...	...
	Golra junction to Khusâlgarh (*Khusâlgarh bch.*)	...	70·16	...	...
	Rasul siding	...	9·00	...	...
	Malakwâl to Bhera	...	18·10	...	...
	Haranpur to Bhaganwala (*Bhaganwala bch.*)	...	10·84	...	...
	Chalisa to Dandot (*Khewra bch.*)	...	8·51	...	...
	Kundián to Mâri (*Mâri bch.*)	...	36·32	...	...
	Mahmûd Kot to Ghâzi Ghât (*Bch.*)	...	11·27	...	...
	(*Sind-Pishin and Mushkaf-Bolan rys.*)—				
	Ruk *vid* Sibi to Bostan distant signal (*Chaman extension*)	...	268·15	...	...
	Base of Bostan triangle loop	...	0·31	...	...
	Bostan to Chaman	...	67·54	...	...
	Nari Bank to Rindli (*Rindli bch.*)	...	13·81	...	...
	Sibi to Bostân *vid* Harnai	...	107·33	...	...
	Mithri Chord (on Quetta district)	...	0·60	...	...
	Mithri Chord (on Sukkur district)	...	0·74	...	...
	Peshawar-Jamrood railway	...	*12·00	...	...
	Mâri-Attock—				
	Campbellpur Cantt. to Basâl	...	18·45	...	...
	Jand (*c*) to Daud Khel (Mâri)	...	53·91	...	...
	(*xxxviii.—Ludhiana-Dhuri-Jakhal*)	...	...	...	*79·61
	(*xxiii.—Southern Punjab—Delhi-Samâsata*)—				
	Delhi to Samâsata	...	...	...	399·80
	Entrance into Delhi station	...	...	...	*0·79
	Narwana to Kaithal (*Bch.*)	...	...	...	23·38
	(*xii.—Hyderabad-Shadipalli*)—Gidu Bandar to Shadipalli	...	58·91	...	...
	(*xxxvii.—Jammu and Kashmir, native state sec.*)—				
	Frontier of Kashmir state to left bank of the Tawi river	...	...	...	15·92
Ft. In.	(*xxxvi.—Rajpura-Bhâtinda*)	...	...	...	107·05
2 6	(*lxxxv.—Nowshera-Durgai, North-Western State*)	...	...	...	*41·90
	Total	...	3,141·37	...	668·45
Standard .	**XIII.—Oudh and Rohilkhand State.**				
	Moghal Sarai *vid* Rampur to Saharanpur	...	518·19	...	...
	Benares Cantt. *vid* Fyzabad to Lucknow (*loop*)	...	199·03	...	...
	Bareilly *vid* Chandausi to Moradabad (*loop*)	...	70·50	...	...
	Moradabad to Gajraula } *Ghaziabad bch.*	...	33·00	...	...
	Gajraula to Ghâziabad } *Ghaziabad bch.*	...	*54·05	...	...
	Ránupáli to Ajodhya Ghât (*Ajodhya Ghât bch.*)	...	3·22	...	...
	Bara Banki to Bahramghât (*Bahramghât bch.*)	...	21·52	...	...
	Lucknow to Cawnpore (*Cawnpore bch.*)	...	45·45	...	...
	Chandausi to Aligarh (*Aligarh bch.*)	...	60·60	...	...
	Najibabad to Kotdwâra (*Kotdwâra bch.*)	...	15·19	...	...
	Lhaksar junction to Hardwar (*Hardwar bch.*)	...	17·06	...	...
Metre .	(*ii.*)—*Cawnpore-Burhwal (metre gauge link)*—				
	Cawnpore to Burhwal	...	(*d*)79·60	...	...
Standard .	(*xxiv.—Hardwar-Dehra*)—Hardwar to Dehra	...	...	...	32·05
	Total	...	1,117·41	...	32·05
Ft. In.					
2 6	XC.—Ránaghat-Krishnagar	...	...	...	20·25
	LVI.—Rohilkund and Kumaon.				
Metre .	(*Company's section*).				
	Bhojeepura to Kâthgodam	...	...	...	53·92
	(*xl.—Lucknow-Bareilly section*)—				
	Lucknow to Bareilly	198·55	...	...	...
	Mailâni to Sonaripur (*Dudhwa bch.*)	30·87	...	...	...
	Bareilly grain siding	1·75	...	...	...
	Total	231·17	...	...	53·92

* Under construction or sanctioned for construction.

(*a*) Including 26·28 miles of mixed gauge mileage between Kot Kapura and Bhâtinda worked over by North-Western State and Rajputana-Malwa railways.

(*b*) Military lines not used for ordinary public traffic.

(*c*) The length between Basal and Jand is a part of the open mileage of the Khusalgarh branch of the North-Western State railway.

(*d*) Excluding 3·66 miles between Daliganj and Aishbag (Lucknow-Bareilly section, Rohilkund and Kumaon Railway) worked over.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XLIII—Southern Mahratta.				
Metre	Portuguese frontier to 0·36 mile E. of Tadêpalli	509·97	...	...	...
	Londa to Poona (*Poona bch.*)	277·99	...	...	...
	Hubli to Harihar (*Harihar bch.*)	81·00	...	...	...
	Gadag to Hotgi (*Bijápur bch.*)	173·08	...	...	...
	(*xliv—Guntakal-Mysore frontier*)—Guntakal to Mysore frontier	119·50	...	...	...
	(*lxv.—Kolhápur*)—Miraj to Kolhápur	...	...	...	29·07
	(*lxvii.—Mysore-Nanjangúd*)	...	...	...	15·80
	(*xlv.—Mysore section,—Southern Mahratta*)—Harihar to Mysore	296·00	...	...	...
	(*lxvi.—Yesvantpur-Mysore frontier*)	...	...	...	51·35
	(*lxviii.—Birur-Shimoga*)	...	...	...	*38·50
	Total	1,457·54	...	...	134·72
	XLVI.—South Indian.				
Metre	*Madras-Tuticorin section.*				
	Madras (Beach joint) to Tuticorin foreshore	446·80	...	...	...
	Chingleput to Arkonam (*Arkonam bch.*)	39·25	...	...	...
	Villupuram to Gingee river (*Pondicherry bch.*)	16·47	...	...	...
	Cuddalore Wharf siding	1·54	...	...	...
	Tanjore to Nagore (*Branch*)	52·83	...	...	...
	Trichinopoly to Erode (*Erode bch.*)	87·41	...	...	...
	Madura to Toni Torai (*Branches*)	*91·33	...	...	...
	Mutanandal to Sivaganga (*Branches*)	*0·00	...	...	...
	Manivâchi to Tinnevelly (*Tinnevelly branch*)	18·23	...	...	...
	Mile 0·00 to mile 44·85 (*Tinnevelly-Quilon (Travancore Bch.)*)	*44·85	...	...	...
	Mile 45·96 to mile 46·69 (*Tinnevelly-Quilon (Travancore Bch.)*)	*0·73	...	...	...
	Mile 46·84 to mile 47·11 (*Tinnevelly-Quilon (Travancore Bch.)*)	*0·27	...	...	...
	Mile 47·15 to mile 47·77 (*Tinnevelly-Quilon (Travancore Bch.)*)	*0·62	...	...	...
	Mile 44·85 to mile 45·96 (Tinnevelly-Quilon (Travancore) Bch. (Native state section.))	...	...	...	*1·41
	Mile 46·69 to mile 46·84 (Tinnevelly-Quilon (Travancore) Bch. (Native state section.))	...	...	...	*0·75
	Mile 47·11 to mile 47·15 (Tinnevelly-Quilon (Travancore) Bch. (Native state section.))	...	...	...	*0·04
	Mile 47·77 to mile 103·33 (Tinnevelly-Quilon (Travancore) Bch. (Native state section.))	...	...	...	*55·56
	Tuticorin Foreshore siding	0·25	...	...	...
	Tuticorin Salt siding	2·14	...	...	...
	Capper Quarry siding	0·86	...	...	...
	Villupuram-Dharmavaram section.				
	Villupuram to Dharmavaram	279·18	...	...	...
	Pâkala to Gudur (*Gudur bch.*)	85·97	...	...	...
	(*lxxxi.—Káraikkal-Peralam*)	...	...	...	14·65
	(*xlvii—Máyavaram-Mulupet*)	54·08	...	...	...
	(*lxxxv.—Pondicherry*)—Gingee river (French frontier) to Pondicherry	...	...	...	7·80
	Total	1,229·81	...	...	79·31
Ft. In.					
2 6	**XCI.—Tarakeshwar-Magra**	...	...	...	31·12
2 6	**XCII.—Tezpore-Bálipára**	...	...	...	20·10
	LXXIII.—Udaipur-Chitor.				
Metre	Betach (Chitorgarh) to Udaipur	...	...	...	67·30
	LXXIX.—West of India Portuguese.				
Metre	Mormugao to the Portuguese frontier	...	...	...	51·00
Ft. In.	**Steam Tramways outside Municipal limits.**				
2 6	*Perwayan*—Sháhjahánpur to Mailáni	...	...	...	39·50
2 0	*Dandot colliery*	...	6·18	...	...
2 6	*Thatán-Duyinzáik*	...	...	...	7·76
2 6	*Parlákimedi*.—Naupada to Parlákimedi	...	...	...	*25·00
2 6	*Madura District Tramways*—				
	Ammayanayakkanur to Kotagudi	...	...	...	*55·00
	Periyakulam to Krishnamanaik's tope. (*Branches*)	...	...	...	*5·00
	Theni to Karuvanath (*Branches*)	...	...	...	*33·00

* Under construction or sanctioned for construction.

During the period 1st April to 13th November 1900, the Khusálgarh-Kohat-Thal railway only was sanctioned for construction on the 31st October 1900.

The following lengths of railway have been opened to public traffic from the 1st April to the 13th November 1900:

Date of opening.*	Railway.	From	To	Miles.	Remarks.
1st April 1900	Ghaziabad-Moradabad	Moradabad	Gajraula	33·00	
1st April 1900	Bengal and North-Western, Tirhoot section	Hajeepore	Bachhwara	44·11	For goods traffic.
1st April 1900	Burma	Myohaung	Sedaw	13·00	For passenger traffic.
1st April 1900	Burma	Sedaw	Maymyo	26·00	
20th May 1900	Burma	Maymyo	Nawnghkio	34·00	
15th April 1900	Burma	Sagaing	Alon	71·00	
4th April 1900	Great Indian Peninsula	Dharangaon	Amalner	15·50	For goods traffic.
11th June 1900	Great Indian Peninsula	Mohpáni	Coal fields at Gotitoria.	1·07	For passenger tarffic.
15th October 1900.	Great Indian Peninsula	Chalisgaon	Dhulia	35·00	For goods traffic.
5th April 1900	Brahmaputra-Sultanpur	Bogra	Dewantola	22·50	
1st August 1900	Brahmaputra-Sultanpur	Dewantola	Bonarpara	5·00	For goods traffic.
1st September 1900	Brahmaputra-Sultanpur	Bonarpara	Fulchhari	8·00	For goods traffic; for passenger traffic on the 15th September 1900.
5th April 1900	Eastern Bengal State	Alipur Duar	RajaBhat Khawa	10·75	
16th May 1900†	Eastern Bengal State	Right bank of the Torsa river.	Left bank of the Torsa river.	0·25	
15th April 1900	South Indian	Capper quarry siding		0·84	
16th April 1900	North Western State	Toba Tek Singh	Khánewal	56·40	
25th May 1900	North Western State	Hyderabad	Kotri	5·30	
20th April 1900	Bengal Dooars	Barnes Junction	Baura	28·00	For goods traffic; for passenger traffic on the 28th June 1900.
25th April 1900	Hyderabad-Gódavári Valley.	Sailu	Purbhani	26·00	For goods traffic; for passenger traffic on the 21st June 1900.
25th April 1900	Hyderabad-Gódavári Valley.	Secunderabad	Basar	117·75	For goods traffic; for passenger traffic on the 16th May 1900.
25th April 1900	Hyderabad-Gódavári Valley.	Basar	Sivungaon	33·25	For goods traffic; for passenger traffic on the 9th October 1900.
23rd August 1900	Hyderabad-Gódavári Valley.	Sivungaon	Nanded	18·00	
9th October 1900	Hyderabad-Gódavári Valley.	Nanded	Purbhani	36·00	
24th May 1900	Bengal-Nágpur	Khal Bridge	Rajapur Khal	16·70	
4th July 1900	East Coast State	Naupada	Government Salt pans.	2·36	For goods traffic.
6th August 1900	East Coast State	Gódávari bridge and approaches.	...	4·55	For goods traffic; for passenger traffic on the 30th August 1900.
10th September 1900	Raipur-Dhamtari	Raipur	Kúrúd	32·00	For goods traffic.
15th October 1900.	Raipur-Dhamtari	Rajim Branch		9·00	For goods traffic

* Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.
† Date of opening the permanent bridge over the Torsa river.

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NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

PART II.

CHAPTER I.

STORES.

General.

Working of the Stores Department during 1899-1900.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for State railways at the principal Indian ports were continued during the year 1899-1900.

East Indian railway (standard gauge).

2. The cost of working the stores department during the year ended 31st December 1899 was R1,66,915 as compared with R1,76,287 in 1898. Of this amount, however, R17,233 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the company's use and for the South Behar, Bengal and North-Western and Bengal Central railways, as compared with R19,173 on this account in 1898.

The gross tonnage of imported stores and materials landed from boats at the Howrah General Store depôt during 1899 was 60,071 tons, distributed as follows:

	Tons.
East Indian railway	52,172
Bengal and North-Western railway	7,103
South Behar railway	543
Bengal Central railway	253
TOTAL	60,071

as compared with 72,209 tons in 1898 and 103,073 tons in 1897.

The purchases of stores in India during 1899 aggregated R51,25,923; of which 14,70,887 were on account of English and R36,55,036 for country stores. The purchases in 1898 aggregated R52,62,203.

The amount realised in 1899 by sale of scrap and condemned stores, exclusive of cinders, was R2,22,006 as compared with R2,01,212 in 1898.

Bengal Central railway (standard gauge).

3. The cost of working the stores department during the year ended 31st December 1899 was R3,423 as compared with R2,472 in 1898.

The purchases of stores in India during 1899 aggregated R1,70,706, of which 37,228 were on account of English and R1,33,478 for country stores. The purchases in 1898 aggregated R2,35,919.

There were no sales of surplus and condemned stores and cinders during 1899.

Bengal-Nágpur railway (standard gauge).

4. The cost of working the stores department during the year ended 31st December 1899 of the open line, 1,151 miles, was R35,148 as compared with R26,471 in 1898. The sum debited on this account in mileage proportion to capital for the new extensions under construction, a length of 79 mean miles, for the year 1899 was R2,359.

In addition, the cost of maintaining the three depôts on the extensions, namely, the Roopnaram (Kola), Midnapore and Cuttack, aggregating R28,101 during 1899 as compared with R28,270 in 1898, was entirely debited to capital. The expenditure of working the stores department of the whole undertaking was:

	R
1899	65,608
1898	64,152

The three depôts named above are the centres for the receipt and issue of stores to the several districts on the extensions. The stores magazine at Nágpur continued to supply all requirements of stores to open line districts.

The purchases of stores during 1899 for the open and unopen line aggregated R1,04,31,956, of which R90,14,810 was on account of English and R14,17,146 for stores purchased locally in India. The purchases in 1898 aggregated R65,54,875.

The increase under purchase account for the past year is mainly due to the purchase of engines, carriages and wagons, and an increase in the value of girders purchased. It was also partly due to the purchase of teak scantlings for new rolling stock, furnishing and equiping new stations, providing stores for working the new line opened and for new watering arrangements on the old open line.

The following amounts were realised by sale of cinders and condemned stores:

	R
Cinders	1,451
Condemned stores	4,351

as compared with R1,496 for cinders and nil for condemned stores for 1898.

Indian Midland railway (standard gauge).

5. The cost of working the stores department during the year ended the 31st December 1899 was R43,284 as compared with R37,538 in 1898.

The purchases of stores in India during 1898 aggregated R15,82,435, of which R4,57,514 were on account of English, and R11,24,921 for country stores. The purchases in 1898 aggregated R12,88,048.

North Western State railway (standard gauge).

6. The cost of working the stores department during the year ended the 31st December 1899 was R1,05,877 as compared with R1,06,991 in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R77,42,788, of which R2,39,692 were on account of English and R75,03,096 for country stores. The purchases in 1898 aggregated R79,91,846.

The following amounts were realised by the sale of surplus and condemned stores during 1899:

	New. R	Old. R	Total. R
Surplus and condemned stores	2,51,106	12,07,395	14,58,501

as compared with R24,90,140 for surplus and condemned stores realised in 1898.

Oudh and Rohilkhand State railway (standard gauge).

7. The cost of working the stores department during the calendar year ended 31st December 1899 was ₹35,096 as compared with ₹30,936 during the same period in 1898. The figures given include cost of working both the locomotive and general stores departments.

From October, the stores work in connection with the construction of the Gháziabad-Moradabad railway, was performed by the staff of the Oudh and Rohilkhand railway. The locomotive department having no separate depôt, all stores work for that department continues to be carried on by the general stores department.

During the year 1899, surplus and obsolete stores, also new and good stores, as noted below, were disposed of:

	₹
(*a*) Unserviceable rails sold to the public and other railways	14,303
(*b*) Unserviceable and obsolete stores sold by auction	30,461
(*c*) Surplus stores transferred	20,059
(*d*) New and good stores issued to the Gháziabad-Moradabad and Hardwar-Dehra railways	32,155
TOTAL	96,978

Cast-iron pot sleepers are manufactured in the locomotive workshops and are issued through the general stores department. For this purpose pig iron, valued at ₹73,060, and scrap cast-iron, valued at ₹43,326, were issued during the year. Cast-iron pots, to the value of ₹1,29,696, were obtained from the Bengal Iron and Steel Company, Barákar.

Eastern Bengal State railway system (standard, metre and narrow gauges).

8. The cost of working the stores department during the year ended 31st December 1899 was ₹22,053 as compared with ₹20,664 in 1898.

The purchases of stores in India, both locomotive and general, during 1899 aggregated ₹16,15,867, of which ₹76,739 were on account of English stores and ₹15,39,128 for country stores. The purchases in 1898 aggregated ₹15,17,895.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1899:

	New. ₹	Old. ₹	Total. ₹
Surplus and condemned stores	...	33,865	33,865
Cinders	...	2,114	2,114

as compared with ₹34,469 for surplus and condemned stores and ₹2,109 for cinders realised in 1898.

East Coast State railway (standard gauge).

9. The cost of working the stores department during the year ended 31st December 1899 amounted to ₹36,357 as compared with ₹29,065 in 1898.

The purchases of stores during 1899 aggregated ₹6,44,018, of this sum ₹52,397 were on account of English stores and the balance for country stores. The purchases in 1898 aggregated ₹4,41,797.

The following amounts were realised by sale of surplus and condemned stores and cinders during 1899:

	New. ₹	Second hand. ₹	Total. ₹
Surplus and condemned stores	62,049	15,279	77,328
Cinders	...	...	1,306

as compared with ₹88,401 for surplus and condemned stores and ₹765 for cinders during the previous year.

Great Indian Peninsula railway (standard gauge).

10. During the calendar year under report the purchases of stores in India amounted to ₹44,54,977. English material to the value of ₹29,85,438 was received in India and debited to general stores account. The total issues including sales during the same period amounted to ₹83,35,051.

In addition to the stores purchased from outsiders, manufactured articles, valued at ₹6,07,150, were supplied from the company's workshops upon orders from the General Storekeeper, raw materials to the amount of ₹4,51,373 having been worked up at a cost of ₹1,23,944 for labour and contingent expenses and ₹31,833 for fuel. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,287 tons of teak logs purchased at an average cost of ₹105-2-0 per ton for conversion in the log mill, and 164 tons of scrap iron, wrought up into iron uses in the steam-hammer factory.

The total receipts, therefore, from all sources were ₹75,64,359 and the total issues, including sales, during the same period, amounted to ₹83,35,051.

Bombay, Baroda and Central India railway (standard gauge).

11. The cost of working the stores department during the year ended the 31st December 1899 was ₹71,033 as compared with ₹63,803 in 1898.

The total purchases of stores during 1899 aggregated ₹95,02,853, of which ₹56,05,988 was for English and ₹38,96,865 for country stores. The purchases in 1898 amounted to ₹55,38,975.

The following is a comparison of the amounts realised by the sale of condemned and surplus stores and cinders during 1899 and 1898:

	1898 ₹	1899 ₹
Surplus and condemned stores	66,713	29,524
Cinders	11,225	11,396

Madras railway (standard gauge).

12. The cost of working the stores department during the year ended the 31st December 1899 was ₹24,822 as compared with ₹23,514 in 1898; charges for landing and despatching stores are not debited to the stores department, but are added to the cost of the articles received.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated ₹23,32,701, of which ₹1,80,437 were on account of English and ₹21,52,264 for country stores. The purchases in 1898 aggregated ₹17,75,626.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1899:

	New. ₹	Old. ₹	Total. ₹
Surplus and condemned stores ..	7,036	66,262	73,298
Cinders	...	1,496*	1,496

as compared with ₹69,659 for surplus and condemned stores and ₹1,801 for cinders realised in 1898.

Bengal and North Western railway, including the Ganges-Gogra Doab railways, Tirhoot State railway and Hajeepore-Katihár extension (metre gauge).

13. The cost of working the stores department during the year ended the 31st December 1899 was ₹13,944 as compared with ₹10,130 in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated ₹12,62,078, of which ₹2,46,833 were on account of English and ₹10,15,195 for country stores. The purchases in 1898 aggregated ₹7,83,622.

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* This sum was credited to Revenue.

The following amounts were realised by the sale of surplus and condemned stores during 1899:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . . .	636	615	1,251

as compared with ₹1,725 in 1898.

Rajputana-Malwa railway (metre gauge).

14. The cost of working the stores department during the year ended the 31st December 1899 was ₹83,233 as compared with ₹91,948 in 1898.

The total stores purchases during 1899 aggregated ₹43,82,086, of which ₹12,05,675 were for English and ₹31,76,411 for country stores. The purchases in 1898 aggregated ₹34,91,601.

Southern Mahratta railway (metre gauge).

15. The cost of working the stores department during the year was ₹43,885 as compared with ₹39,804 in the previous year. This sum does not include the cost of landing and despatching imported stores for the company's use through the agency of Messrs. Mackinnon, Mackenzie & Co. of Bombay, whose bills for the year 1899 amounted to ₹3,048 as against ₹5,154 in 1898.

The purchase of stores in India during 1899 aggregated ₹11,77,738, of which ₹1,48,996 were on account of English and ₹10,28,742 for country stores. The total purchases in 1898 aggregated ₹10,79,408.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1899:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . . .	32,972	12,252	45,224
Cinders	...	245	245

as compared with ₹8,678 for surplus and condemned stores and ₹210 for cinders in 1898.

South Indian railway (metre gauge).

16. The cost of working the stores department during the year ended the 31st December 1899 was ₹50,613 as compared with ₹48,883 in 1898. The former amount includes ₹9,441 on account of the cost of landing and despatching imported stores at the port of Madras as compared with ₹6,861 on this account in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated ₹14,20,809, of which ₹83,033 were on account of English and ₹13,37,777 for country stores. The purchases in 1898 aggregated ₹14,39,802.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1899:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . . .	49,878	3,369	53,247
Coke and cinders	7,129	2,950	10,079

as compared with ₹15,514 for surplus and condemned stores and ₹10,833 for coke and cinders realised in 1898.

Assam-Bengal railway (metre gauge).

17. The cost of working the stores department during the year ended 31st December 1899 was ₹97,689 as compared with ₹1,08,368 in 1898. These amounts include home charges and agency charges at Calcutta.

There was no alteration in the control of stores and stores depôts during the year

The purchases of stores in India during 1899 aggregated ₹9,98,173, of which ₹2,38,908 were for English and ₹7,59,265 for country stores. The purchases during 1898 aggregated ₹9,45,725.

The sales of condemned and surplus stores during 1899 were trifling.

Burma railways (metre gauge).

18. The cost of working the stores department during the year ended the 31st December 1899 was ₹52,068 as compared with ₹49,292 in 1898 (₹39,247 was erroneously given for latter in report of previous year owing to expenditure from January to March 1898 being omitted by an oversight.)

Of the first amount, ₹18,860 represent the cost on capital account, being made up of a proportion of storekeeper's salary under regular establishment.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated ₹14,15,063, of which ₹1,33 307 were on account of English and ₹12,81,676, for country stores. The purchases in 1898 aggregated ₹10,75,641.

The following amounts were realised by the sale of surplus and condemned stores and cinders :

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores	452	3,556	4,008
Cinders	...	251	251

as compared with ₹10,044 for surplus and condemned stores and ₹77 for cinders realised in 1898.

Bengal Dooars railway (metre gauge).

19. The cost of working the stores department during the year ended the 31st December 1899 was ₹404 as compared with ₹1,740 in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated ₹76,789 against ₹71,956 in 1898.

No surplus and condemned stores were sold during 1899.

Dibru-Sadiya railway (metre gauge).

20. The cost of working the stores department during the year ended the 31st December 1899 was ₹5,641 as compared with ₹5,850 in the previous year. There were no alterations in the control of stores.

The purchases of stores in India during the 1899 aggregated ₹71,345, of which ₹19,598 were on account of English and ₹51,747 for country stores. The purchases in 1898 aggregated ₹76,110.

Hyderabad-Gódávari Valley railway.

21. The cost of working the stores department during the year ended the 31st December 1899 was ₹22,982 as compared with ₹10,692 in 1898.

Bhávnagar-Gondal-Junágad-Porbandar railway, including Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways (metre gauge).

22. The cost of working the stores department during the year ended the 31st December 1899 was ₹11,988 as compared with ₹11,366 in 1898.

The purchases of stores during 1899 aggregated ₹7,56,890, of which ₹87,665 were on account of English and ₹6,69,225 for country stores. The purchases in 1898 aggregated ₹10,27,394.

The State railway procedure of obtaining stores from England having been abandoned by this railway, English stores are obtained through a private agency.

There are practically no surplus stores kept on this railway, and there were no sales of such stores in 1899.

Stores balances.

23. The statement on the following pages contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1899.

At the close of the year the capital locked up in stores of the standard and metre guage railways amounted to R6,25,35,884, showing a net decrease of R17,20,516 during the year. There was also a sum of R89,84,352 under adjustment on the 31st December 1899, making a total of R7,15,20,236 at the debit of stores on that date.

Under the orders of the Government of India, the stores balances during the year 1899 of the principal railways in India were thoroughly reviewed with the object of investigating all unnecessary accumulations, and disposing of stock, not required, to the best advantage, and of thus reducing the balances to the lowest limits compatible with efficient working. In all instances where the balances have been found to be large and unexplained, further investigations are being made.

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in		
					A	B	C
					Bridgework.	Engineers' plant.	Workshop machinery.
		£	£	£	£	£	£
	STANDARD GAUGE.						
	State lines worked by companies.						
I	East Indian	90,62,364	2,64,76,837	2,66,14,421	...	...	...
II	Bengal-Central	2,75,805	4,86,607	4,06,138	2,929	9,561	889
III	Bengal-Nágpur	16,76,645	12,15,538	14,60,568	33,183	15,950	6,110
IV	Indian Midland	10,09,170	26,13,821	23,27,627	454	3,197	10,965
V	Bhopal-Itársi (British section) .	There are no separate stores transactions for this section.					
VI	Godhra-Rutlam-Nágdá . .	There are no separate stores transactions for this line.*					
VII	Wardha Coal	There are no stores on this line.					
VIII	Dhond-Manmád . . .	7,748	...	5,683	...	...	...
IX	Bezwada extension (East Coast State)	There are no stores on this line.					
	(Under construction.)						
X	Agra-Delhi Chord . . .	Commencement of work not authorized.					
	Bengal-Nágpur extensions .	38,90,095	94,71,747	87,05,747	10,12,812	74,563	28,268
	TOTAL .	1,59,21,827	4,02,64,550	3,94,60,184	...	...	...
	State lines worked by the State.						
XI	North Western	92,94,157	1,52,82,930	1,56,68,874	3,31,039	1,42,556	17,112
XII	Hyderabad-Shadipalli . .	There are no separate stores transactions for this line.					
XIII	Oudh and Rohilkhand . .	†16,11,278	46,24,456	44,14,951	5,735	25,139	3,411
XIV	Eastern Bengal	27,32,379	65,73,700	64,87,154	56,365	17,525	15,057
XV	Calcutta Port Commissioners' .	Statement of stores transactions not received.					
XVI	East Coast	‡17,02,544	15,46,350	16,84,008	28,152	85,853	2,727
	(Under construction.)						
	Mári-Attock	4,63,401	4,03,906	7,91,993	—2,314	19,355	611
	Lyallpur-Khanewal . .	6,28,287	7,01,822	11,96,300	73,463	6,520	1,780
	Indus Bridge at Kotri . .	6,22,649	5,44,928	10,73,822	6,476	34,123	257
	Gódávari bridge . . .	1,38,038	12,31,352	13,38,072	31,318	...	...
	Gháziabad-Moradabad . .	7,039	24,43,699	22,86,258	28,556	6,310	205
	TOTAL .	1,71,99,772	3,33,53,143	3,49,41,432	...	...	...
	Carried over .	3,31,21,599	7,36,17,693	7,44,01,616	...	...	...

No. 1.

and metre gauge railways during 1899.

HAND ON THE 31ST DECEMBER 1899.				TOTAL BALANCE ON THE 31ST DECEMBER 1899.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1899.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	89,24,780	25,18,619	1,14,43,399	I	
86,452	1,41,864	41,976	72,603	3,56,274	—2,383	3,53,891	II	
4,06,109	5,57,350	92,507	3,80,406	14,91,615	2,05,289	16,96,904	III	
5,58,168	3,55,066	79,644	2,87,870	12,95,364	2,58,439	15,53,803	IV	
							V	
							VI	*The transactions for this line are included in the figures for the Rajputana-Malwa railway.
							VII	
...	...	2,065	...	2,065	...	2,065	VIII	
							IX	
							X	
16,14,628	11,38,923	3,69,832	4,17,069	46,56,095	15,46,915	62,03,010		
...	...	...	...	1,67,26,193	45,26,879	2,12,53,072		
36,38,655	12,41,830	1,66,050	33,70,971	89,08,213	—7,47,561	81,60,652	XI	
							XII	
6,33,802	3,68,021	36,079	7,48,596	18,20,783	—7,746	18,13,037	XIII	† Includes ₹1,28,576 the closing balance of the Rae Bareili-Benares railway at the end of 1898.
14,06,222	6,08,739	67,259	6,47,758	28,18,925	—19,714	27,99,211	XIV	
							XV	
3,75,616	2,55,529	25,714	4,07,164	‡15,64,886	§3,65,109	19,29,995	XVI	‡ These figures include ₹3,84,130, the closing balance of the Bezwada-Madras railway at the end of 1898. § This figure includes ₹3,54,141, which was the amount under adjustment on the Bezwada-Madras railway and not adjusted by the East Coast railway up to the end of 1899.
26,119	320	17,859	13,364	75,314	96,606	1,71,920		
27,833	88	5,857	18,268	1,33,809	4,886	1,38,695		
5,269	437	11,075	36,118	93,755	39,606	1,33,361		
...	...	...	...	31,318	...	31,318		
60,532	109	37,344	31,424	1,64,480	79,324	2,43,804		
...	...	...	...	1,56,11,483	—1,89,490	1,54,21,993		
...	...	...	...	3,23,37,676	43,37,389	3,66,75,065		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineers' plant.	Balance in C — Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward .	3,31,21,599	7,36,17,693	7,44,01,616	...	...	...
	STANDARD GAUGE—*concld.*						
	Lines worked by guaranteed companies.						
XVII	Great Indian Peninsula . .	50,80,843	1,05,53,222	1,13,23,915	...	...	...
XVIII	Bombay, Baroda and Central India	35,22,817	1,07,72,769	99,92,172	3,12,455	16,309	22,149
XIX	Madras	23,54,767	32,61,979	35,11,421	50,483	...	15,692
	TOTAL .	1,09,58,427	2,45,87,970	2,48,27,508	...	...	...
	Assisted companies.						
XX	Delhi-Umballa-Kalka . .	There were no stores transactions on this line during 1899.					
XXI	Tarkessur	There are no stores on this railway.					
XXII	South Behar (Luckeeserai-Gya)	There are no separate stores accounts for this line.					
XXIII	Southern Punjab (Delhi-Samásata)	98,655	...	98,655	...	...	...
XXIV	Hardwar-Dehra . . .	There are no separate stores accounts for this line.					
XXV	Tápti Valley	20,18,972	17,79,396	32,81,977	14,661	...	...
	TOTAL .	21,17,627	17,79,396	33,80,632	...	...	...
	Lines owned by native states and worked by companies.						
XXVI	Khámgaon	There are no stores on this line.					
XXVII	Amráoti	6,387	...	81	...	...	...
XXVIII	Bína-Goona Baran . . .	1,53,688	85,923	1,72,280	52	363	79
XXIX	Bhopal-Ujjain . . .	Included in the stores transactions of the Indian Midland railway.					
XXX	Bhopal-Itársi (Native State section)	There is no separate stores account for this line.					
XXXI	The Nizam's Guaranteed State	4,74,504	19,87,742	20,49,542	1,753	12,826	2,908
XXXII	Nágdá-Ujjain . . .	There are no separate stores transactions for this line.					
XXXIII	The Gaekwar's Petlád .	Exempted from submitting the statement of stores transactions.					
XXXIV	Kolar Gold-fields . .						
XXXV	(Under construction) Petlad-Cambay . . .	No separate stores transactions for this line.				...	...
	TOTAL .	6,34,579	20,73,665	22,21,903	...	...	...
	Lines owned by native states and worked by State railway agency.						
XXXVI	Rájpura-Bhátinda . . .	There are no stores on this line.			...	...	...
XXXVII	Jammu and Kashmir (Native State section) . . .	There are no stores on this section.					
	(Under construction.)						
XXXVIII	Ludhiána-Dhuri Jakhal . .	...	76,141	25,158	269	3,297	105
	TOTAL .	...	76,141	25,158	...	...	...
	TOTAL STANDARD GAUGE carried over	4,68,32,232	10,21,34,865	10,48,56,817	...	...	...

No. 1—*contd.*

and metre gauge railways during 1899.

HAND ON THE 31ST DECEMBER 1899.				TOTAL BALANCE ON THE 31ST DECEMBER 1899.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1899.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
℟	℟	℟	℟	℟	℟	℟		
...	...	...	...	3,23,37,676	43,37,389	3,66,75,065		
...	...	...	...	43,10,150	1,95,456	45,05,606	XVII	
4,30,723	20,16,953	28,831	14,75,994	43,03,414	7,36,759	50,40,172	XVIII	
6,44,815	82,703	24,590	12,87,042	21,05,325	1,81,472	22,86,797	XIX	
...	...	...	...	1,07,18,889	11,13,687	1,18,32,576		
							XX	
							XXI	
							XXII	
...	...	...	...	*Nil*	*Nil*	*Nil*	XXIII	
							XXIV	
4,03,466	...	50,614	47,650	5,16,391	2,02,429	7,18,820	XXV	
...	...	...	...	5,16,391	2,02,429	7,18,820		
...	...	...	...	...	...	...	XXVI	
6,306	...	...	...	6,306	...	6,306	XXVII	
55,251	...	6,176	5,410	67,331	...	67,331	XXVIII	
							XXIX	
							XXX	
48,805	1,35,145	21,102	1,90,165	4,12,704	...	4,12,704	XXXI	
							XXXII	
							XXXIII XXXIV	
							XXXV	
...	...	...	...	4,86,341	...	4,86,341		
							XXXVI	
							XXXVII	
40,507	...	...	6,805	50,983	10,367	61,350	XXXVIII	
...	...	...	...	50,983	10,367	61,350		
...	...	...	...	4,41,10,280	56,63,872	4,97,74,152		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineers' plant.	Balance in C — Workshop machinery.
	Brought forward (standard gauge)	₹ 4,68,32,232	₹ 10,21,34,865	₹ 10,48,56,817	...	...	...
	METRE GAUGE.						
	State lines worked by companies.						
XXXIX	Bengal and North-Western—						
	Tirhoot section Company's section	6,17,524	25,11,311	23,07,890	12,276	4,111	2,441
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)*	2,89,983	2,68,808	3,60,855	416	3,561	3,491
XLI	Rajputana-Malwa†	26,66,568	1,05,00,805	1,02,90,209	22,422	9,842	21,571
XLII	Pálanpur-Deesa	Included in the stores transactions of the Rajputana-Malwa railway.					
XLIII	Southern Mahratta‡	19,91,763	14,19,347	17,07,297	2,592	20,113	11,801
XLIV	Guntakal-Mysore Frontier	There are no separate stores transactions for this line.					
XLV	Mysore section (Southern Mahratta)	Included in the stores transactions of the Southern Mahratta railway.					
XLVI	South Indian	22,43,301	24,83,418	25,48,523	30,960	42,022	9,063
XLVII	Máyavaram-Mutupet	There are no stores on this line.					
XLVIII	Assam-Bengal	39,59,261	36,64,524	30,84,391	11,22,419	3,08,412	47,827
XLIX	Burma§	34,08,553	49,50,871	47,46,933	6,71,216	1,22,269	17,756
	(Under construction.)						
	Pamban Branch of the South Indian Railway	...	13,433	2,735	...	106	...
	Travancore Branch do.	...	3,237	29	...	1,600	...
	TOTAL	1,51,76,953	2,58,15,754	2,50,48,862	...	...	...
	State lines worked by the State.						
L	Eastern Bengal—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	Included in the stores transactions of the standard gauge section.					
LI	Cawnpore-Burhwal (metre gauge link)	Included in the stores transactions of the Oudh and Rohilkhand railway.					
	(Under construction.)						
LII	Shadipalli-Balotra (British section)	25,271	8,04,668	3,07,791	2,825	3,562	...
	TOTAL	25,271	8,04,668	3,07,791	...	...	...
	Assisted companies.						
LIII	Deoghur	2,273	5,043	5,971	...	...	...
LIV	Brahmaputra-Sultanpur	There were no stores transactions on this line during 1899.					
LV	Mymensingh-Jamalpur-Jagannathganj	...	2,17,428	1,82,040	4,473	...	...
LVI	Rohilkhund and Kumaon (Company's section) Segowlie-Raxaul	There are no separate stores transactions for these lines.					
LVIII	Bengal-Dooars	76,789	25,763	1,02,552	...	...	...
LIX	Dibru-Sadiya Ledo and Tikak-Margherita Colliery	Exempted from submitting the statement of stores transactions.					
LXI	Amedabad-Parántij	22,138	...	4,791	...	...	...
	TOTAL	1,01,200	2,48,234	2,95,354	...	...	...
	Carried over (metre gauge)	1,53,03,424	2,68,68,656	2,56,52,007	...	...	...
	Carried over (standard gauge)	4,68,32,232	10,21,34,865	10,48,56,817	...	...	...

No. 1—*contd.*

and metre gauge railways during 1899.

HAND ON THE 31ST OF DECEMBER 1899.				TOTAL BALANCE ON THE 31ST DECEMBER 1899.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1899.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹ ...	₹ ...	₹ ...	₹ ...	₹ 4,41,10,280	₹ 56,63,872	₹ 4,97,74,152		
1,41,823	2,41,566	25,936	3,92,792	8,20,945	—2,865	8,18,080	XXXIX	
50,046	58,032	7,716	74,674	1,97,936	...	1,97,936	XL.	*Includes the stores transactions of the Rohilkand and Kumaon section also.
6,69,677	5,24,632	1,49,647	14,79,374	28,77,164	4,01,779	32,78,943	XLI	†Includes the stores transactions of the Godhra-Rutlam Nágdá and Nágdá-Ujjain railways.
							XLII	
4,41,341	5,11,073	45,924	6,70,969	17,03,813	51,813	17,55,626	XLIII	‡In addition to this the balance of stores on the Bangalore-Hindupore section amounted to ₹2,923 on 31st December 1899.
							XLIV	
							XLV	
5,21,720	3,98,419	96,233	10,79,779	21,78,196	1,80,089	23,58,285	XLVI	
							XLVII	
15,29,882	4,94,955	2,44,920	7,90,979	45,39,394	14,082	45,53,476	XLVIII	
8,89,840	4,86,790	3,25,565	10,99,055	36,12,491	—11,502	36,00,989	XLIX	§ Includes the stores transactions of the Mandalay-Kunlon line.
613	...	84	9,895	10,698	534	11,232		
8	...	...	1,600	3,208	29	3,237		
				1,59,43,845	6,33,959	1,65,77,804		
							L	
							LI	
4,94,128	13	18,485	3,135	5,22,148	1,82,517	7,04,665	LII	
				5,22,148	1,82,517	7,04,665		
176	188	...	981	1,345	...	1,345	LIII	
							LIV	
26,041	...	4,874	...	35,388	...	35,388	LV	
							LVI / LVII	
...	...	...	...	*Nil*	*Nil*	‖*Nil*	LVIII	‖The stores balances on the Bengal Dooars railway extension at the end of 1899 amounted to ₹50,848.
							LIX / LX	
17,347	...	...	...	17,347	62	17,409	LXI	
				54,080	62	54,142		
				1,65,20,073	8,16,538	1,73,36,611		
				4,41,10,280	56,63,872	4,97,74,152		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineers' plant.	Balance in C — Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward (standard gauge)	4,68,32,232	10,21,34,865	10,48,56,817	...	...	...
	Brought forward (metre gauge)	1,53,03,424	2,68,68,656	2,56,52,007	...	...	...
	METRE GAUGE—*concld.*						
	Assisted companies—*concld.*						
	(Under construction.)						
LXII	Nilgiri	Exempted from submitting the statement of stores transactions.					
	Lines owned by native states and worked by companies.						
LXIII	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					
LXIV	Hyderabad-Gódávari Valley	15,75,730	52,80,859	54,75,878	1,32,833	3,732	18,415
LXV	Kolhápur	Exempted from submitting the statement of stores transactions.					
LXVI	Yesvantpur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LXVII	Mysore-Nanjangúd						
LXVIII	Birur-Shimoga	1,46,149	78,431	1,58,439	...	4,239	180
	(Under construction.)						
LXIX	Vijapur Kálol	There are no separate stores transactions for these lines.					
LXX	Shoranur Cochin						
LXXI	Tinnevelley-Quilon (Native State section).						
	TOTAL	17,21,879	53,59,290	56,34,317	...	...	...
	Lines owned and worked by native states.						
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1,25,191	20,46,419	20,79,004	116	...	...
	Bikaner section						
LXXIII	Udaipur-Chitor	14,449	1,02,221	1,01,950	...	375	786
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	2,58,473	7,56,891	6,72,450	93,82	14,924	1,971
LXXV	Jetalsar-Rájkot	Included in the stores transactions of the Bhávnagar-Gondal-Junágad-Por-					
LXXVI	Jámnagar						
LXXVII	Dhrángadrá						
	(Under construction.)						
LXXVIII	Jaipur	752	20,408	12,721	5,342	397	...
	TOTAL	3,98,865	29,25,939	28,66,125	...	...	...
	TOTAL METRE GAUGE	1,74,24,168	3,51,53,885	3,41,52,449	...	...	...
	GRAND TOTAL	6,42,56,400	13,72,88,750	13,90,09,266	...	...	...

No. 1—*concld.*

and metre gauge railways during 1899.

HAND ON THE 31ST OF DECEMBER 1899.				TOTAL BALANCE ON THE 31ST DECEMBER 1899.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1899.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹ ...	₹ ...	₹ ...	₹ ...	₹ 4,41,10,280	₹ 56,63,872	₹ 4,97,74,152		
...	...	...	...	1,65,20,073	8,16,538	1,73,36,611		
							LXII	
							LXIII	
26,506	2,080	8,469	24,667	66,141	...	66,141	LXIV	
							LXV	
							LXVI	
							LXVII	
4,43,443	5,36,260	196,571	49,457	13,80,711	...	13,80,711	LXVIII	
							LXIX	
							LXX	
							LXXI	
...	...	...	...	14,46,852	...	14,46,852		
25,250	10,211	272	56,797	92,606	25,03,942	25,96,548	LXXII	Includes the stores transactions of the North Bikaner, Bikaner-Bhátinda railway.
12,000	...	...	1,559	14,720	...	14,720	LXXIII	
75,471	69,758	7,683	1,63,725	3,42,914	...	3,42,914	LXXIV	
							LXXV	
							LXXVI	
bandar railway.							LXXVII	
...	...	...	2,700	8,439	...	8,439	LXXVIII	
...	...	...	...	4,58,679	25,03,942	29,62,621		
...	...	...	...	1,84,25,604	33,20,480	2,17,46,084		
...	...	...	...	6,25,35,884	89,84,352	7,15,20,236		

Miscellaneous.

East Indian railway (standard gauge).

24. The following statement shows the total quantity of the oils manufactured in the company's oil mills at Manauri during 1899, as compared with the previous year:

Description.	1898. Total quantity manufactured.	1898. Total quantity of manufactured oil consumed.	1898. Average cost per cwt. during 1898.	1899. Total quantity manufactured.	1899. Total quantity of manufactured oil consumed.	1899. Average cost per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	29,006¾	30,792½	16 1 4·32	32,227½	32,387¼	13 13 0·98
Linseed „ boiled	649¾	639½	20 2 9·44	821¼	787	18 11 3·25
„ „ raw	1,602¾	1,573⅛	17 15 2·21	2,061¼	2,082½	16 14 6·65

The following statement shows the consumption of oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Kerosine oil	13,321	13,500	5 3 3·868	16,051	13 928¾	6 6 8
Mineral „	7,348	7,605	8 2 0	8,601	8,407¼	8 6 0

Bengal Central railway (standard gauge).

25. There was no oil mill of its own maintained by the railway.

The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	691	646	17 11 3	453	543	15 11 9
Mineral oil	437*	425	7 10 2	...	...	.....
Axle oil	...	...	.....	420	424	8 8 0
Cylinder oil	...	...	.....	58	85	23 5 6
Kerosine oil	667	721	6 2 2	522	577	6 2 4

Bengal-Nágpur railway (standard gauge).

26. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt. during 1899.
	Cwt. qr. lbs.	Cwt. qr. lbs.	₹ a. p.	Cwt. qr. lb.	Cwt. qr. lb.	₹ a. p.
Castor oil . ordinary / refined	3,785 0 14	3,741 2 0	15 12 0	4,571 2 4	5,651 1 24	14 10 7
Linseed oil raw	59 1 6	89 3 8	16 12 0	214 1 19	121 1 22	21 15 5
Linseed oil boiled	129 1 1	140 0 21	19 3 9	152 1 15	137 3 4	20 5 10
Mineral oil	1,976 0 8	1,955 0 20	8 7 0	2,391 3 15	2,585 0 22	9 13 1
Kerosine oil	1,632 3 21	1,561 3 16	9 15 2	7,094 Tins	6,793 Tins	21 1 8 pr. tin
				Cwt. qr. lb.	Cwt. qr. lb.	
				2,058 3 3	1,971 0 21	9 6 7 pr. ct.

* Includes 63 cwt. of cylinder oil at ₹24 per cwt.

Indian Midland railway (standard gauge).

27. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	5,650 Gallons.	4,765	16 12 0	5,032	5,032	15 2 6
Linseed oil	3,699	4,246	1 11 10	6,027	6,027	1 13 3
Kerosine oil	16,953	20,711	0 10 6	5,869	5,869	0 9 5

North Western State railway (standard gauge).

28. The following statement shows the total quantity of oils manufactured in the North Western State railway oil mills at Lahore during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1898.	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	20,821	21,960	15 15 4	20,903	20,570	14 13 4
Linseed oil, raw and boiled	1,587	1,440	17 8 2	1,520	1,395	18 6 9
Mixed oil (castor and kerosine)	3,286	3,401	14 7 2	2,608	3,237	13 12 3

The decrease in the rate of castor oil manufactured in 1899, was due to larger credit on account of castor cake sold to the public at a higher rate than that in the previous year.

The increase in the rate of oil linseed, raw, etc., was due to the higher rate for seed paid to the contractor which was £5-12-0 per cent. in 1898 and £6-10-0 in 1899.

The decrease in the rate of oil mixed was due to a lower rate for castor oil issued for mixing oil.

The following statement shows the consumption of oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Oil, petroleum lubricating, Canadian	8,646	5,736	8 12 3	9,947	(b)9,223	8 12 0
Oil, other kinds	...	(a)44	...	...	(a)230	...
Oil, kerosine	8,094	14,645	6 8 6	16,762	(c)13,795	6 3 9

Oudh and Rohilkhand State railway (standard gauge).

29. Canadian oil continues to be used for lubricating purposes, and ₹36,129 worth was consumed during the year against ₹31,027 worth in the previous year.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

30. There is no oil mill on this line.

(a) 44 and 230 cwts. consumption of other kinds of oil during 1898 and 1899 was met from the balance purchases of previous years.

(b) 9,223 cwts. consumption of 1899 includes 5,254 cwts. consumed from the balance purchases of previous years.

(c) 13,795 cwts. consumption of 1899 includes 2,682 cwts. consumed from the balance purchases of previous years.

The following statement shows the consumption of oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	5,358	4,996	17 3 2	4,888	4,992	15 9 4
Linseed oil	822	815	18 10 0	873	770	15 1 4
Mineral oil	7,774	7,192	8 3 8	6,835	7,445	7 13 6
Kerosine oil	4,421	4,138	7 7 1	5,754	5,274	6 13 3

East Coast State railway (standard gauge).

31. The following statement shows the consumption of the oils purchased during the year 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Kerosine oil	1,108	1,033	12 3 0	1,513	1,439	11 12 0
Linseed oil	141	110	18 8 6	117	166	15 10 4
Castor oil	2,243	1,664	16 12 0	2,232	2,438	17 8 10
Vacuum axle oil, class A	2,219	1,605	9 10 0	823	1,360	9 4 0
Cylinder oil	82	44	21 0 0	37	70	23 15 8
Oil crank case	20	20	9 4 10	...	...	...
Cocoanut oil	59	103	21 7 0	172	166	21 8 0
Turpentine	43	115	28 15 0	68	71	30 0 0
Oil, Engine cleaning	...	...	...	3	...	11 8 0
Oil, Vacuum S. quality	...	...	...	701	514	11 8 0

Bombay, Baroda and Central India railway (standard gauge).

32. The following statement shows the total quantity of oils manufactured in the company's oil mills at Sabarmati during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1898.	Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil, lubricating	20,311	20,182	16 7 9	20,945	(b)22,185	14 3 4
Castor oil, burning	5,866	5,259	16 7 1	4,600	(b)4,803	15 2 1
Linseed oil	1,994	1,787	16 0 2	2,104	(b)2,603	16 10 7
Rape oil	...	(b)409	...	...	...	...
Mixed lubricating oil	5,958	(b)6,232	11 2 6	6,465	6,333	10 5 0
Vegetable mixed oil	1,824	1,824	15 14 1	...	...	...
Lubricating oil	...	...	...	1,688	1,596	14 8 6

(a) Includes sales to foreign lines and private individuals.
(b) Includes portion of balance of previous years.

The decrease in the rate of castor oil, both pure and burning, was due chiefly to a lower price paid for seed in 1899, *viz.*, ₹5-2-8 per cwt. against ₹5-14-10 in 1898, and also to a better value obtained for oil-cake, *viz.*, ₹34-5-0 per ton against ₹25-14-8 in 1898.

Linseed oil was not manufactured in the mills in 1899, but was purchased locally by contract. It was boiled at the mills as required.

The decrease in the rate of mixed lubricating oil was due to a reduction in the rate of castor oil which was used in preparing it.

Lubricating oil is a mixture of castor and rape oil. It is used in place of pure castor oil for lubricating engines.

The following statement shows the consumption of the principal oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1898 per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1899 per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Cocoanut oil, coloured	1,414	(a)1,534	17 14 9	1,635	1,635	17 7 2
Kerosine oil	4,073	3,801	6 8 5	2,575	(a)2,787	7 5 5

Madras railway (standard gauge).

33. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	3,747	3,723	16 7 5	3,484	3,654	15 0 7
Linseed oil	328	267	17 5 6	184	363	23 6 6½
Kerosine oil	6,826	6,721	7 14 2	6,904	6,790	7 13 9

Bengal and North-Western railway, including the Ganges-Gogra Doab railways, Tirhoot State railway and Hajeepore-Katihár extension (metre gauge).

34. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	3,292	3,000	16 9 3	3,410	3,264	15 2 4
Linseed oil	698	663	15 3 3	1,013	887	15 15 6
Mineral oil	2,178	2,240	8 5 5	3,585	3,321	(b)12 12 7
Kerosine oil	1,701	2,311	7 14 9	3,532	2,799	7 2 3

(a) Includes stock of previous years.

(b) The increase was due to crank axle oil having been purchased in 1899 and vacuum axle oil in 1898.

Rajputana-Malwa railway (metre gauge).

35. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1899.
			₹ a. p.			₹ a. p.
Castor oil	433 tons	429 tons	22 4 3 per cwt.	469 tons	(a)507 tons	14 10 0 per cwt.
Linseed oil (boiled)	2,990 gals.	(a)3,346 gallons	1 9 1 per gal.	4,740 gals.	4,665 gallons	1 7 0 per gal.
,, (raw)	3,242 ,,	2,770 ,,	1 10 0 ,,	3,855 ,,	(a)3,988 ,,	1 7 0 ,,
Mixed oil	177 tons	174 tons	12 2 3 per cwt.	154 tons	(a)158 tons	10 9 0 per cwt.
Kerosine oil, Russian	66,632 gals.	66,556 gallons	0 8 1 per gal.	59,020 gals.	(a)66,329 gallons	0 7 9 per gal.
,, American	...	...	...	1,172 ,,	654 ,,	0 8 1 ,,
Cocoanut oil	3 tons	2 tons	18 2 5 per cwt.	2 tons	(a)3 tons	18 2 0 per cwt.
Petroleum	*Nil*	(a)6 tons	7 13 5 ,,	...	...	...

Southern Mahratta railway (metre gauge).

36. The company have no oil manufactory. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Quantity purchased.	Quantity issued.	Rate per cwt.	Quantity purchased.	Quantity issued.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Axle oil	1,584	1,888	8 11 0	623	613	8 11 0
Castor oil	629	577	19 4 6	648	715	18 2 0
Cocoanut oil	2,570	3,129	20 6 5	2,270	1,929	18 10 9
Engine cleaning oil	10	½	13 12 0	111	97	12 9 0
Kerosine oil	3,764	3,549	8 5 11	3,407	3,390	6 13 11
Lubricating oil, cylinder	313	309	10 13 0	...	40	10 13 0
Linseed oil	327	309	23 6 7	320	354	19 4 2
Gas oil	145	117	7 13 2	730	762	10 0 3
Mineral oil, crank case	524	187	12 8 0	1,792	1,937	12 8 0

South Indian railway (metre gauge).

37. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	2,530	2,598	18 8 9	2,316	2,402	16 12 9
Cocoanut oil	4,701	4,671	17 13 5	4,118	4,137	16 14 4
Kerosine oil	2,230	2,185	6 10 2	2,117	2,083	6 14 11
Lubricating oil	1,899	1,604	9 10 6	1,398	1,488	8 5 8
Linseed oil	492⅓	375⅓	24 13 7	164	440	24 8 2
Case crank oil	...	...	...	225	37	12 5 9

(a) Includes stock of previous years.

Assam-Bengal railway (metre gauge.)

38. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.			Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.		
	Cwt.	Cwt.	₹	a.	p.	Cwt.	Cwt.	₹	a.	p.
Castor oil	770	719	19	8	0	752	760	20	2	0
Cocoanut oil	94	56	20	4	0	25	45	19	4	0
Kerosine oil	1,072	787	6	12	0	866	1,049	7	8	0
Rangoon oil	904	796	6	5	0	538	411	5	0	0
Linseed oil, raw	18	66	21	0	0	132	92	17	1	0
„ „ boiled	56	66	21	12	0	240	240	20	10	0
Mineral oil, other than Rangoon	509	931	16	1	0	1,186	1,158	11	0	0

Burma railways (metre gauge).

39. The following statement shows the issues of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt.			Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt.		
	Cwt.	Cwt.	₹	a.	p.	Cwt.	Cwt.	₹	a.	p.
Castor oil	1,900	1,710	21	0	0	700	1,003	19	1	2
Cocoanut oil	1,623	1,633	19	9	7	1,589	1,612	20	4	9
Linseed oil, raw and boiled	141	106	20	1	3	147	147	19	8	5
Kerosine oil	1,914	1,970	8	6	5	2,244	2,262	8	1	3
Petroleum oil, lamp	1,078	1,330	12	15	0	1,422	1,354	10	2	11
„ „ cylinder	407	492	19	2	6	50	50	19	2	6
„ „ crank case	...	...		...		1,162	1,163	11	12	7
„ „ axle heavy	4,110	4,412	7	0	0	4,641	4,690	7	0	0
„ „ engine cleaning	1,010	1,016	4	3	11	1,443	1,4 0	4	3	11
Earth oil, crude	1,245	1,307	1	13	6	496	497	1	14	3

Rohilkund and Kumaon railway, including the Lucknow-Bareilly railway (metre gauge).

40. Castor oil is used for lighting, and castor oil with an admixture of axle oil for lubricating the coaching and goods vehicles.

The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	860	903	14 12 0	980	989	13 11 4
Linseed oil, boiled	71	72	20 10 0	74	59	17 12 9
Axle oil	100	142	8 12 0	223	184	10 4 0
Kerosine oil	231	246	7 14 0	250	284	7 5 2

Bengal Dooars railway (metre gauge).

41. There are no railway oil mills on this line.

The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	87·77	77·86	28 0 0	92·00	79·00	28 2 0
Linseed oil	7·23	6·35	33 7 1	9·00	8·50	33 8 0
Kerosine oil	36·27	32·56	9 4 2	40·00	35·00	9 8 0

Dibru-Sadiya railway (metre gauge).

42. The railway has no oil mills of its own. The oils were purchased from the Refinery Company, Margherita, Assam, and Calcutta.

The following statement shows the consumption of the oils purchased during the year 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	181	172	17 12 10	246	213	18 9 0
Linseed oil	20	14	22 9 9	15	11	24 5 0
Mineral oil	25	13	5 8 0	3	...	9 4 6
Kerosine oil	3	3	6 1 2	2	...	5 14 6

Jodhpur-Bikaner railway (metre gauge).

43. No oils are manufactured by the railway.

The following statement shows the consumption of the oils purchased during the year 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Total per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	775	754	19 14 6	1,016	1,044	16 8 0
Linseed oil	10	11	30 7 0	21	23	22 7 0
Kerosine oil	104	110	9 3 3	163	136	9 7 6
Vacuum oil	161	156	16 9 0	226	226	12 2 0

Bhávnagar-Gondal-Junágad-Porbandar railway, including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways (metre gauge).

44. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	384	380	17 14 0	353	367	13 15 0
Cocoanut oil	664	673	18 11 9	721	724	17 8 0
Kerosine oil	319	324	6 8 6	346	348	5 15 9
Linseed oil	70	73	23 5 4	64	63	22 15 0

Fuel consumption.

45. Particulars of the fuel consumption on railways will be found in chapter XI, Part I of the Administration Report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the standard and metre gauge railways during the year 1899:

East Indian railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II of the Administration Report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000 made up thus:

	£
Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1899 commuted capital stock and debentures and debenture stock to the extent of £11,749,156, had been paid for by the State by the creation of a "Debt" of £12,032,765+Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The balance of the commuted capital remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line, 1st January 1880, the capital transactions of the East Indian railway to the 31st December 1899 stand as follows:

	R	£	*Rx.*
Debt incurred in, or created for, the purchase of the line . . .	...	12,032,765	+ 10,675
Capital outlay incurred since purchase of line—			
Overdrawn capital to the 31st December 1879	26,45,269		
Capital outlay on final heads .	8,76,33,981		
Capital stores suspense	1,16,54,974		
Carried over . .	10,19,34,224	12,032,765	10,675

		₹	£	Rs.
Brought forward .		10,19,34,224	12,032,765	10,675
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line . .	₹ 84,87,507			
Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account	6,30,652			
		91,18,159		
		9,28,16,065		9,281,606
TOTALS .		...	12,032,765	9,292,281

The expenditure during 1899 on final heads, including outlay on lines under construction, amounted to ₹1,93,38,242. The following are the principal works on which expenditure was incurred:

	₹
Moghal Sarai-Gya railway extension	34,85,815
Bárán-Daltonganj extension	11,44,612
Lillooah—land for new carriage shops	82,230
Dinapore, Moghal Sarai, Ondal and Jhajha—additional siding accommodation	1,42,472
Dhanbaid—additions and alterations	1,06,506
Jubilee bridge—protection works	82,525
Burdwan—remodelling station (land and new loco. yard) . .	1,06,530
Burdwan—remodelling (exclusive of new local yard) . .	1,33,747
Hooghly junction new station	1,05,870
Jamalpur—additional machinery for erecting shop . . .	92,989
Moghal Sarai—junction station—new loco. yard . . .	1,03,622
Lillooah—transfer of carriage and wagon shops . . .	5,14,562
Luckeeserai—new station, east bank	91,905
20 new engines and tenders	5,24,584
13 C. class engines with tenders	6,34,123
102 new engines	10,53,325
120 new tenders	5,99,784
200 third class carriages	2,75,765
300 covered goods wagons	5,59,880
500 iron covered goods wagons	15,61,520
500 iron open-side wagons	8,33,611
50 iron open brake-vans	1,59,202
Purchase of 100 low-sided wagons from the Southern Punjab railway	1,67,764
50 brake-vans	2,24,292
500 iron covered goods wagons	10,03,350
500 iron open-side wagons	10,15,130

The following figures show the comparison of annuity and interest charges for 1899 with net earnings:

	₹
Annuity	1,81,19,877
Interest—	
On debenture stock	19,32,964
On deferred annuity	40,26,639
On debentures paid off	14,18,674
On overdrawn capital	1,05,810
On capital, capital advance and stores accounts . . .	20,06,454
TOTAL .	2,76,10,418
Net earnings, *less* contribution to the Provident Fund . .	4,26,60,018
Excess of net earnings over charges for interest and annuity .	1,50,49,600

The total capital outlay on the East Indian railway to the 31st December 1899,

which has been adopted for statistical purposes in this report as representing the cost of constructing the line, has been arrived at as follows:

		R
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State		32,94,21,094
Outlay on final heads since purchase		8,76,33,981
Amount at debit of suspense		1,16,54,974
Balance of surplus stores on purchase of line		9,75,428
		42,96,85,477
Deduct—	R	
Outlay on the Grand Chord line survey	1,44,434	
Outlay on the Moghal Sarai-Gya extension	1,45,41,468	
Outlay on the Bárán-Daltonganj extension	12,16,402	
		1,59,02,304
Outlay on open line to the 31st December 1899		41,37,83,173

Bengal Central railway (standard gauge).

3. The total capital of the Company on the 31st December 1899 was as follows:

	£	£	R
Capital authorized	1,000,000		
		1,000,000	
Capital raised and advanced—			
Share capital	500,000		
Advances by the Secretary of State for India under Act 51 Vic., Chap. 5	500,000		
		1,000,000	= 1,25,58,816
Capital expenditure—			
On construction account			1,23,31,929
On stores in suspense			3,46,700
TOTAL			1,26,78,629

Expenditure in excess of—	R
Capital authorized	1,20,443
Capital raised and advanced	1,20,443

The expenditure during 1899 on final heads was R2,70,241, and was chiefly incurred on ballast and permanent-way, stations and buildings and rolling-stock.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	R
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3¼ per cent.		5,07,035
Net earnings, *less* ¼ share due to the Company:		
Net earnings	4,41,812	
Less—¼ share due to the Company	1,10,453	
		3,31,359
Deficit of net earnings below interest charges		1,75,676

Bengal-Nágpur railway (standard gauge).

4. The total capital account of the railway on the 31st December 1899 stood as under:

	£	£	R
Capital authorized—			
Open line—			
Share capital	3,000,000		
Debentures	1,625,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372	7,758,372	= 10,13,55,631
Carried over		7,758,372	= 10,13,55,631

	£	£	₹
Brought forward .		7,758,372	=10,13,55,631
Extensions—			
Debentures	1,775,000		
Advances by Government in India . . .	2,619,184	4,394,184	=6,97,71,118
			17,11,26,749
Capital raised and advanced—			
Open line—			
Share capital	3,000,000		
Debentures at 3 per cent.	1,500,000		
Debentures at 2½ per cent.	125,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section .	373,372		
Capital not bearing interest	8,025		
		7,766,397	=10,14,68,968
Extensions—			
Debentures at 3 per cent.	800,000		
Debentures at 2½ per cent.	975,000		
Capital not bearing interest	7,075		
Advances by Government in India . . .	2,619,184	4,401,259	=6,98,90,999
			17,13,59,967
Capital expenditure, open line—			
On construction account			9,87,62,415
On stores in suspense			17,13,704
On advances in suspense			6,730
			10,04,82,849
Extensions from Sini to Calcutta *viâ* Khargpur and from Khargpur to Cuttack—			
On construction account			5,97,60,594
On stores in suspense			62,03,010
On advances in suspense			1,43,913
			6,61,07,517
			16,65,90,366
Balance available of—			
Capital authorized			45,36,383
Capital raised and advanced			47,69,601

The total capital outlay on final heads to the 31st December 1899 was distributed as follows:

	₹
Main line from Nágpur to Ásansol, including the branch line from Katni to Bilaspur and London establishment and other charges	9,58,04,121
Sambalpur branch—Jharsúguda to Sambalpur . . .	20,86,405
Jherriah Coal survey	1,946
Raipur-Dhamtari feeder line	8,69,943
	9,87,62,415
Bengal-Nágpur railway extensions—Sini to Calcutta *viâ* Khargpur and from Khargpur to Cuttack	5,97,60,594
TOTAL .	15,85,23,009

The expenditure during 1899 on final heads was ₹2,01,17,176.

The following are the principal works on which expenditure was incurred:

Main line—

Re-spacing and adding additional sleepers to each rail throughout the line	71,046
Siding to Barákar iron works	61,348
Fitting vacuum automatic brakes to engines, carriages and brake-vans	1,22,996

	₹
Extensions—	
Preliminary expenses	1,68,770
Land	23,91,890
Formation	15,15,387
Bridgework	73,10,966
Fencing	1,11,070
Ballast and permanent-way	25,89,174
Stations and buildings	14,43,835
Plant	78,991
Rolling-stock	31,71,662
Raipur-Dhamtari feeder line—	
Formation	37,879
Bridgework	48,302
Ballast and permanent-way	3,16,760
Stations and buildings	28,126
Rolling-stock	97,204

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest—	
Open line—	
On subscribed capital at 4 per cent.	18,02,793
On debentures at 3 per cent.	6,76,047
On debentures at 2½ per cent.	46,948
On capital under Act 51 Vic., Chapter 5 at 3¼ per cent.	13,47,588
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent.	1,94,153
Sini-Midnapore-Calcutta-Cuttack extensions—	
On debentures at 3 per cent.	2,78,082
On debentures at 2½ per cent.	3,66,192
On expenditure incurred in India to 31st December 1899 at 3½ per cent.	12,64,050
TOTAL	59,75,853
Net earnings, *less* contribution to the Provident Fund	47,21,814
Deficit of net earnings below interest charges	12,54,039

Indian Midland railway (standard gauge).

5. There was an increase in the capital of the Company during the year of £48,336, which represents the amount advanced by the Secretary of State to meet expenditure in India on the Saugor-Katni extension.

	£	₹
Capital authorized—		
Share capital	3,000,000	
Debentures	2,904,100	
Debentures (Saugor-Katni extension)	250,000	
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	1,345,000	
	7,499,100	= 9,47,38,750
Advances by Government in India for Saugor-Katni extension	435,016	= 71,77,760
		10,19,16,510
Capital raised and advanced—		
Share capital	3,000,000	
Debentures at 3 per cent.	1,150,000	
„ at 2¾ „	171,200	
„ at 2½ „	1,582,900	
„ at 2½ „ (Saugor-Katni extension)	250,000	
Advances by Secretary of State at 3¼ per cent.	1,345,000	
Capital not bearing interest	5,812	
„ „ „ (Saugor-Katni extension)	711	
Discount on 2½ per cent. debenture bonds	—12,500	
Advances by Government in India for Saugor-Katni extension	435,016	
	7,928,139	10,18,44,646

	R
Capital expenditure—	
On construction account	8,85,65,610
„ „ (Saugor-Katni extension)	1,12,68,677
On stores in suspense	15,53,803
On advances in suspense	2,45,987
	10,16,34,077
Balance available of—	
Capital authorized	2,82,433
Capital raised and advanced	2,10,569

The expenditure during 1899 on final heads was R16,67,200.

The following are the principal works on which expenditure was incurred :

	R
Renewal of 51 miles of rails on Scindia section	48,678
Rolling-stock	6,46,529
Saugor-Katni extension	9,27,873

The following figures show the comparison of interest charges for 1899 with net earnings :

	R	R
Interest—		
On subscribed capital at 4 per cent.	18,02,793	
On debentures at 3 per cent.	5,18,303	
On „ at 2¾ „	70,729	
On „ at 2½ „	6,88,404	
On advances by Secretary of State	8,95,182	
		39,75,411
Net earnings, *less* contribution to the Provident Fund		27,82,950
Deficit of net earnings below interest charges		11,92,461

Godhra-Rutlam-Nágdá railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1899 was R1,76,96,519. There was no debit under the head of suspense.

The expenditure of the year on final heads was R79,133, and was incurred on formation, ballast and permanent-way and stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings :

	R
Interest on capital outlay at 4 per cent.	7,06,278
Net earnings, *less* contribution to the Provident Fund	5,26,638
Deficit of net earnings below interest charges	1,79,640

Wardha Coal railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1899 was R49,96,325. There was no sum at debit of suspense nor any expenditure incurred during 1899.

The following figures show the comparison of interest charges for 1899 with net earnings :

	R
Interest on capital outlay at 4 per cent.	1,99,852
Net earnings	82,500
Deficit of net earnings below interest charges	1,17,352

Dhond-Manmád railway (standard gauge).

8. The total capital outlay on final heads of account to the 31st December 1899 was R1,15,32,042. The amount held in suspense was R2,065.

The expenditure during 1899 on final heads was R1,16,714, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings :

	R
Interest on capital outlay at 4 per cent.	4,59,296
Net earnings	2,99,555
Deficit of net earnings below interest charges	1,59,741

Bezwada extension (East Coast State railway) (standard gauge).

9. The total capital outlay on final heads of account to the 31st December 1899 amounted to R15,02,651. There was no sum at debit of suspense.

The expenditure during 1899 on final heads was R1,309 and was chiefly incurred on bridgework.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	60,101
Net earnings, *less* contribution to the Provident Fund	1,84,365
Excess of net earnings over interest charges	1,24,264

North Western State railway (standard gauge).

10. In the capital account of the North Western State railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621; the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320; there were no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western State railway on the 31st December 1899 is made up as follows:

	£	R
Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	37,13,18,977
Suspense accounts	...	93,14,734
		38,35,04,181
Deduct—		
Receipts on capital account and value of assets made over by the Sind, Punjab and Delhi Railway Company	...	48,36,651
TOTALS	14,009,124	+ 37,86,67,530

The capital expenditure during 1899 on final heads of account amounted to R49,02,085, and was incurred chiefly on the following works:

	R
Kotri junction arrangements, Loco. yard	68,171
Ballasting the Kotri-Rohri railway	1,54,191
Ballasting the Wazirabad-Lyallpur railway	55,008
Additions and alterations to the Lahore yard	78,515
New Paint shop, Lahore	65,815
Rolling-stock for the Southern Punjab railway	4,72,909
12 oil tank wagons for the carriage of kerosine oil in bulk	69,068
Remodelling of the traffic yard at Kotri	1,28,489
Fencing the Rahoki-Rohri section	50,211
Works on the Mari-Attock railway	11,23,168
Works on the Lyallpur-Khanewal section	15,14,938

The following figures show the comparison of interest charges for 1899 with net earnings:

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
	₹	₹	₹
Interest on capital at 4 per cent. on the outlay to end of 1898, and at 2 per cent. on the outlay during 1899	43,22,891	18,62,013	1,72,64,175*
Net earnings, *less* contribution to the Provident Fund	—*9,00,433*	1,81,714	1,66,70,648
Deficit of net earnings below interest charges	—*52,23,324*	—*16,80,299*	—*15,93,527*

The total capital outlay on the North Western State railway to the 31st December 1899, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State	11,88,73,361
State outlay on the North Western State railway system	37,13,18,977
	49,01,92,338
Amount held in suspense	93,14,734
Total outlay on the 31st December 1899 adopted for statistical purposes	49,95,07,072

The approximate distribution of the outlay on final heads, *viz.*, ₹49,01,92,338 shown above, between the commercial and military sections, is as follows:

		₹
Commercial section—		
Main line and branches		33,16,35,210
Military section—		
Sind-Sagar and Khusálgarh branches	5,04,72,166	
Pishin section	10,80,84,962	
		15,85,57,128

Hyderābad-Shadipalli railway (standard gauge).

11. The total outlay on final heads of account to the 31st December 1899 amounted to ₹18,39,743. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was ₹1,947 and was chiefly incurred on ballast and permanent-way.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	73,556
Net earnings	88,463
Excess of net earnings over interest charges	14,907

Oudh and Rohilkhand State railway system (standard and metre gauges).

12. The Oudh and Rohilkhand Guaranteed Railway was purchased by the Government on the 1st January 1889, and taken over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
TOTAL	9,300,000

* Including ₹85,61,406 on account of annuity for the two half-years payable on account of purchase money of the late Sind, Punjab and Delhi railway.

The share capital was acquired by the issue of £ 5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line on the 1st January 1889 to the 31st December 1899, the capital transactions of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand State railway system, stand as under:

	£		R
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway	10,336,049		
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations			2,45,70,573
Suspense accounts			17,38,699
	10,336,049		2,63,09,272
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway		R 8,41,459	
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company		24,60,594	
Receipts on capital account		1,65,787	
			34,67,840
Total—Oudh and Rohilkhand State railway	10,336,049	+	2,28,41,432
Cawnpore-Burhwal (metre gauge link)	...		25,13,088
TOTAL	10,336,049	+	2,53,54,520

The capital expenditure during 1899 on final heads of account was R15,95,895. The following are the principal works on which expenditure was incurred:

	R
Additional waterway, Ramgunga valley	59,384
Ballasting main line from Lucknow to Saháranpur	42,401
Lighting vehicles by gas on Pintsch's system	1,01,300
Fencing with wire 110 miles with stone posts on the main line	1,18,137
Construction of Harrisganj over-bridge at Cawnpore	99,751
Construction of 36 low-sided wagons	62,499
List and Morse's interlocking apparatus on the main line	60,170
Re-spacing main line with cast-iron sleepers	55,582
Re-modelling Benares Cantonment station	2,74,829
Renewing and duplicating 60-feet girders between Moghal Sarai and Lucknow	35,232
Construction of 40 third class carriages	1,51,728
Construction of 3 locomotives	1,37,180

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest	58,85,151
Net earnings, *less* contribution to the Provident Fund	60,76,595
Excess of net earnings over interest charges	1,91,444

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum: there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand State railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal (metre gauge link), interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand State railway system including the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal (metre gauge link), to the 31st December 1899, *viz.*, R11,78,13,621, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1889 .	8,91,57,048
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1899 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1899 on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections	2,45,70,573
Do. do. on the Cawnpore-Burhwal (metre gauge link) .	25,13,088
	11,62,40,709
Deduct—Receipts on capital account	1,65,787
	11,60,74,922
Amount held in suspense	17,38,699
Total outlay on the Oudh and Rohilkhand railway . . .	11,78,13,621

Eastern Bengal State railway system (standard, metre and special gauges).

13. In the capital account of the Eastern Bengal State railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
TOTAL .	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act, Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1899 stood as under:

	£	₹
Cost to the State on account of the purchase of the Eastern Bengal railway	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Carried over .	4,415,575	4,24,483

	£	₹
Brought forward	4,41,5,575	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections, including Budge-Budge extension, since the 1st July 1884		3,22,29,126
Rajbari-Faridpur branch	...	7,54,832
Suspense accounts	...	29,84,760
		3,63,93,201
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*)		3,56,65,321
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2' 6" *gauge*) branch	...	4,24,23,856
Dacca section (*metre gauge*)	...	71,81,786
Teesta bridge	...	9,80,185
Dharlla bridge	...	43,865
Cooch Behar-Santrabari extension (British section)	...	5,33,230
Rungpore-Dhubri extension	...	10,402
TOTALS	4,41,5,575	+ 8,68,38,655

The expenditure during 1899 on final heads was as follows:

	₹
Eastern and Southern sections, including Budge-Budge extension	14,16,188
Northern and Behar sections, including the Barsoi-Kissengunge and the Kaunia-Dharlla branches	8,23,170
Dacca section	4,13,263
Rajbari-Faridpur branch	37,344
Teesta bridge	6,99,961
Dharlla bridge	43,863
Cooch Behar-Santrabari extension (British section)	3,22,735
Rungpore-Dhubri extension	10,402
TOTAL	37,66,926

The principal works on which outlay was incurred are detailed below:

	₹
Eastern and Southern sections, including Budge-Budge extension—	
Ten locomotive engines, with tenders	4,38,742
Sixty iron low-sided wagons	1,50,837
Ten additional oil tank vans for the carriage of bulk oil	59,796
Forty bolster trucks	75,924
Additions and alterations in the Beliaghata station, consequent on its being re-opened as a terminus for passenger trains	72,571
Five new sidings at canal junction	39,160
Siding from Ránaghat station to the left bank of the river Churni	40,294
Additions and alterations to general offices at Sealdah	28,827
Fakirabad line	42,224
Northern, including the Behar and Kaunia-Dharlla sections—	
New works in Santahar (formerly Sultanpur) yard, to provide accommodation for the Brahmaputra-Sultanpur railway	56,507
A new stern-wheel steamer required for the Sára-Damukdia ferry	27,066
Six additional "O" class metre gauge engines	2,09,097
Eleven six-wheeled 1st and 2nd class composite carriages	27,723
Providing additional carriage and wagon stock for the Brahmaputra-Sultanpur railway	1,02,682
Three 1st, three 2nd, three 1st and 2nd class composite carriages, and eight fish vans	45,613

The following figures show the comparison of interest charges for 1899 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	₹	₹	₹
Interest on capital outlay at 4 per cent.	40,41,472†	17,38,583	2,87,795
Net earnings, *less* contribution to the Provident Fund	45,89,440	34,53,028	2,58,615
Excess of net earnings over interest charges	5,47,968	17,14,445	—*29,180*

The total capital outlay on the Eastern Bengal State railway system to the 31st December 1899, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	3,22,29,126
Rajbari-Faridpur branch	7,54,832
Suspense accounts	29,84,760
Total outlay on Eastern and Southern sections (*standard gauge*)	7,09,00,927
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (*2′ 6″ gauge*) branch	4,24,23,866
Dacca section (*metre gauge*)	71,81,786
Teesta bridge	9,80,185
Dharlla bridge	43,865
Cooch Behar Santrabari extension (British section)	5,33,230
Rungpore-Dhubri extension	10,402
TOTAL	12,20,74,261

Calcutta Port Commissioners' railway (standard gauge).

14. The total capital outlay on final heads of account to the 31st December 1899 was ₹71,96,940. There was no debit under the head of suspense.

The expenditure during 1899 on final heads of account amounted to ₹68,228, and was chiefly incurred on additional sidings and the improvement of the railway, additions to working stock and doubling the railway at Fort Point.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest and Sinking Fund at 6·00, 6·14 and 7·14 per cent. on Government and debenture loans	1,24,923
Net earnings	1,92,456
Excess of net earnings over interest charges	67,533

East Coast State railway (standard gauge).

15. The total capital outlay on final heads of account to the 31st December 1899 was ₹8,05,49,392. The amount held in suspense was ₹12,52,284.

The expenditure during 1899 on final heads of account amounted to ₹28,10,087.

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* Including the Barsoi-Kissengunge and Kaunia-Dharlla branches, Teesta and Dharlla bridges, Cooch Behar-Santrabari and Rungpore-Dhubri extensions.

	₹
† Simple interest	16,86,667
Annuities in purchase of the line and interest on debt	23,23,118
Simple interest on Rajbari-Faridpur extension	31,687
TOTAL	40,41,472

The following are the works on which expenditure was incurred:

	R
Bezwada-Madras railway—construction works	23,84,987
East Coast State railway—main line	3,51,829
Permanent-way No. 1 division	68,782

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	32,43,867
Net earnings, *less* contribution to the Provident Fund	15,37,277
Deficit of net earnings below interest charges	17,06,590

Great Indian Peninsula railway (standard gauge).

16. The capital transactions of the Company on the 31st December 1899 stood as follows:

	£	£	R
Main line—			
Capital authorized—			
Stock and shares	20,000,000		
Loans	6,666,666		
		26,666,666 =	29,09,09,084
Capital subscribed—			
Stock and shares	20,000,000		
Debenture stock £2,701,450			
Less—Discount „ 225,891			
	2,475,559		
Loans at 3 per cent.	1,068,800		
Loans at 2¾ per cent.	300,000		
Loans at 2½ per cent.	1,602,100		
Capital not bearing interest	286,056		
		25,732,515 =	28,07,18,345
Capital expenditure—			
On construction account		25,354,551 =	27,65,95,104
On stores in suspense		413,014 =	45,05,607
On advances in suspense		—33,530 =	—3,65,787
		25,734,035 =	28,07,34,924
Balance available of—			
Capital authorized		932,631 =	1,01,74,160
Capital subscribed		—1,520 =	—16,579
Extensions—			
Subscribed capital—			
	£		R
*Loans at 3 per cent.	250,000		
Capital not bearing interest	271		
TOTAL	250,271 =		37,87,227
Capital expenditure—			
On construction account	319,804 =		48,14,832
TOTAL	319,804 =		48,14,832
Expenditure in excess of—			
Capital subscribed	69,533 =		10,27,605

The expenditure on final heads of account during and to the end of 1899 was as follows:

	During 1899. R	To end of 1899. R
Main line	5,07,456	27,65,95,104
Extensions	38,56,330	48,14,832
TOTAL	43,63,786	28,14,09,936

* Authorized against the above balance of borrowing powers of the Great Indian Peninsula Railway Company.

The following are the principal works on the main line on which expenditure was incurred:

	₹
Additions and alterations to the Thána stations	31,620
Providing four crossing stations	40,117
Providing up-sidings and shunting neck in the Itársi station yard	31,827
Renewal of girders	28,978
Joint bogie passenger stock with the Madras railway for through passenger service between Bombay and Madras	72,000

The following figures show the comparison of interest charges for 1899 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	1,09,09,091
On debentures at 3 per cent.	4,62,464
On debentures at 2¾ per cent.	90,000
On debentures at 2½ per cent.	4,36,936
On debenture stock at 4 per cent.	11,78,815
On overdrawn capital at 3½ per cent.	3,348
	1,30,80,654
Payment to Government in respect of State lines worked by the Company	4,43,659
TOTAL	1,35,24,313
Net earnings, *less* contribution to the Provident Fund and irrecoverable outstandings† written off	1,62,24,097
Excess of net earnings over interest charges and rent of leased lines for 1899	26,99,784

Bombay, Baroda and Central India railway (standard gauge).

17. During the year under review, the portion of the 3¼ per cent. loan of 1891, amounting to £185,000, which was paid off in November 1898 with funds advanced by the Secretary of State, was replaced at 3 per cent. for a further term of seven years. The payments for commission and stamp duties in connection with this replacement amounted to £1,387-10, which was treated as a charge against revenue in the accounts. The capital transactions of the Company at the close of 1899 stood as follows:

	£	£	₹
Capital authorized—			
Share capital	6,250,000		
Debenture bonds	4,863,500		
		11,113,500 =	12,68,07,983
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,300,300		
Debenture bonds at 3 per cent.	1,236,000		
Debenture bonds at 2½ per cent.	1,081,400		
Capital not bearing interest	27,731		
		9,895,431 =	10,85,62,039
Capital expenditure—			
On construction account		9,976,836 =	10,97,81,432
On stores in suspense		336,473 =	50,10,172
On advances in suspense		—49,918 =	—7,47,745
		10,263,391 =	11,40,73,858
Balance available of—			
Capital authorized		850,109 =	1,27,34,125
Expenditure in excess of—			
Capital subscribed		367,960 =	55,11,819

* Includes ₹1,12,673 on account of interest on £250,000 debentures of the extensions
† ₹15,720.

The total capital outlay on final heads (including the State expenditure of ₹8,08,405 on the Pátri branch) to the 31st December 1899, is distributed as follows:

		₹
Main line—Bombay to Sábarmati (including London establishment and other charges)		10,23,52,414
Wadhwán extension—Sábarmati to Wadhwán		43,02,747
Ánand-Godhra branch—Ánand to Godhra		29,71,663
Pátri branch—Viramgám to Khárághoda	Company's outlay	1,51,605
	State outlay	8,08,405
Dhejbára survey		3,003
	TOTAL	11,05,89,837

The expenditure during 1899 on final heads was ₹50,54,936.

The following are the principal works on which expenditure was incurred:

	₹
New administrative offices at Church Gate	68,659
Doubling the main line between Viràr and Pálghar	30,306
Doubling the main line between Dáhánu and Sachin	27,60,732
Groyne at the Nerbudda bridge	3,38,326
Renewing Warren girder bridges	1,63,497
10 engines for the Godhra-Rutlam-Nágdá and Nágdá-Ujjain railways	2,47,502
12 engines for the Tápti Valley railway	3,73,058
15 third class bogie carriages	1,03,610
10 luggage vans	34,541
80 "A" class steel open wagons, military type	82,616
180 covered goods wagons for the Tápti Valley railway	2,45,381
100 steel open wagons for the Tápti Valley railway	1,16,271
15 third class carriages for the Tápti Valley railway	1,03,044
4 composite bogie carriages for the Tápti Valley railway	27,643

The following figures show the comparison of interest charges for 1899 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3 per cent.	4,22,898
On debentures at 2½ per cent.	2,94,927
On overdrawn capital at 3½ per cent.	1,16,380
TOTAL	49,52,550
Net earnings, *less* contribution to the Provident Fund	92,90,395
Excess of net earnings over interest charges	43,37,845

Madras railway (standard gauge).

18. The capital transactions of the Company at the close of 1899 stood as follows:

Main line—

Capital authorized—	£	₹
Stock and share capital	10,257,630	
Debenture bonds	3,319,210	
	13,576,840	= 14,81,10,982

Capital subscribed—	£	£	₹
Share capital	8,318,080		
Debenture bonds converted into stock	1,939,550		
	10,257,630		
Loans at 3 per cent.	530,000		
" " 2¾ "	60,000		
" " 2½ "	405,300		
Capital not bearing interest	7,258	11,260,188	= 12,28,38,416
Capital expenditure—			
On construction account	11,020,085		
On stores in suspense	209,623		
On advances in suspense	—23,240	11,206,468	= 12,22,52,381

	£	₹
Balance available of—		
Capital authorized	2,370,372 =	2,58,58,601
Capital subscribed	53,720 =	5,86,035
Extensions—		
Capital authorized—	£	
Loans	100,000	
Less—Discount	1,000	
	99,000	14,94,904
Capital subscribed—		
Debentures at 2½ per cent.	100,000	
Less—Discount	1,000	
	99,000	14,94,904
Capital expenditure—		
On construction account	65,689	
On stores in suspense	13,859	
On advances in suspense	2,461	
	82,009	12,40,644
Balance available of—		
Capital authorized	16,991	2,54,260
Capital subscribed	16,991	2,54,260

The expenditure on final heads of account during and to end of 1899 was as follows:

	During 1899. ₹	To end of 1899. ₹
Main line	6,56,429	12,02,19,104
Extensions	6,57,078	9,96,112
TOTAL	13,13,507	12,12,15,216

The following are the principal works on the main line on which expenditure was incurred:

	₹
Fitting automatic vacuum brake gear to 6 engines and 400 carriages	1,27,637
10 Bogie composites	1,46,279
Construction of 46 new and additional third class carriages	92,399
Extending the line from Ráyapuram to proposed joint station on the beach	72,267

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest—	
On subscribed capital—	
At 5 per cent.	47,76,911
At 4¾ „	5,18,161
At 4½ „	2,45,455
On debentures—	
At 3 per cent.	1,57,533
At 2¾ „	18,000
At 2½ „	1,10,536
	58,26,596
Interest on capital subscribed for the Calicut-Cannanore extension £100,000 @ 2½ per cent.	37,558
Interest on overdrawn capital	—3,348
TOTAL	58,60,806
Net earnings, *less* contribution to the Provident Fund	50,16,254
Deficit of net earnings below interest charges	8,44,552

Delhi-Umballa-Kalka railway (standard gauge).*

19. The capital of the Company consists of—

Capital authorized and received—	£
Share capital	800,000
Debenture stock	300,000
	1,100,000

* Information relating to interest charges is not available.

The expenditure on final heads of account to the 31st December 1899 amounted to R1,54,47,600, which includes R5,76,918 on account of interest on capital during construction.

The amount held in suspense was a credit of R1,46,327.

The expenditure during 1899 on final heads was R68,316 and was incurred chiefly on stations and buildings.

Tarkessur railway (standard gauge).*

20. The total capital outlay on final heads of account to the 31st December 1899 was R17,84,166. There was no sum at debit of suspense.

The expenditure of the year was R7,081, and was chiefly incurred on ballast and permanent-way and stations and buildings.

South Behar (Luckeeserai-Gya) railway (standard gauge).

21. The capital of the Company consists of—

	£
Share capital	400,000
Debenture stock	290,000
	690,000

The expenditure on final heads of account to the 31st December 1899 amounted to R1,17,50,134, which includes R7,08,107 on account of interest on capital during construction.

The amount held in suspense was R66,596.

The expenditure during 1899 on final heads was R5,91,703, and was chiefly incurred on bridgework, ballast and permanent-way and stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	R	R
Interest on capital			1,98,347
Net earnings		1,32,163	
Add—			
Rebate on account of the East Indian railway proportion of interchanged traffic		33,403	
			1,65,566
Deficit of net earnings below interest charges			32,781

Southern Punjab (Delhi-Samasata) railway (standard gauge).

22. The total capital outlay on final heads of account to the 31st December 1899 was R2,26,02,986, which includes R9,92,829 on account of interest on capital. The amount held in suspense was R65,276.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	R	R
Interest on capital			7,90,603
Net earnings	6,63,154		
Add—Adjustment of previous half-years	251		
		6,63,405	
Add—Rebate on account of the North Western State railway proportion of interchanged traffic	1,27,449		
Adjustment on account of previous half-years	9,845		
		1,37,294	
			8,00,699
Excess of net earnings over interest charges			10,396

Tápti Valley railway (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1899 was R1,13,54,173. The amount held in suspense was R7,54,961.

* Information relating to interest charges is not available.

The expenditure during 1899 on final heads was R55,98,276, and was incurred on the construction of the line and the payment to the shareholders of interest on the capital subscribed.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	4,07,591
Net earnings, *less* contribution to the Provident Fund	1,27,603
Deficit of net earnings below interest charges	2,79,988

Khámgaon and Amráoti railways (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1899 was R5,22,150 on the Khámgaon railway, and R4,48,111 on the Amráoti railway. There was no debit under the head of suspense on the Khámgaon railway, while the amount held in suspense on the Amráoti railway was R6,306.

There was no expenditure during 1899 on final heads on the Khámgaon railway nor on the Amráoti railway.

The following figures show the comparison of interest charges for 1899 with net earnings:

	Khámgaon railway.	Amráoti railway.
	R	R
Interest on capital outlay at 4 per cent.	20,886	18,179
Net earnings	14,850	32,214
Excess of net earnings over interest charges	—6,036	14,035

Bina-Goona-Bárán railway (standard gauge).*

25. The total capital outlay on final heads of account to the 31st December 1899 was R99,31,680. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R5,30,384 and was chiefly incurred on bridgework, ballast and permanent-way and stations and buildings.

Bhopal-Ujjain railway (standard gauge).*

26. The total capital outlay on final heads of account to the 31st December 1899 was R76,54,290. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R68,501, and was chiefly incurred on ballast and permanent-way and stations and buildings.

Bhopal-Itársi railway (standard gauge).

27. The total capital outlay on final heads of account to the 31st December 1899 was R73,61,938, divided between the Government of India and the Bhopal Darbar as under:

	R
Government of India	23,61,938
Bhopal Darbar	50,00,000

There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R37,574, and was chiefly incurred on ballast and permanent-way, and stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	Government of India.	Bhopal Darbar.
	R	R
Interest on capital outlay at 4 per cent.	93,303	2,00,000
Net earnings, *less* contribution to the Provident Fund	84,080	1,79,444
Deficit of net earnings below interest charges	9,223	20,556

* Information relating to interest charges is not available.

The Nizam's Guaranteed State railway (standard guage).

28. The total capital of the company on the 31st December 1899 stood as under:

	£	£
Capital authorized—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,225,000	
		3,225,000
Capital expenditure—		
On construction account	3,206,741	
On stores in suspense	49,303	
		3,256,044
Balance available of—		
Capital authorized		743,956
Expenditure in excess of—		
Capital subscribed		31,044

The total capital outlay on final heads of account to the 31st December 1899 was R4,08,92,996, and the amount held in suspense R6,75,735.

The expenditure during 1899 on final heads was R3,75,616, and was chiefly incurred on bridgework and rolling-stock.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital at 5 per cent.	15,44,572
On debentures at 4 per cent.	7,56,840
Sinking Fund at 1 per cent.	1,89,210
TOTAL	24,90,622
Net earnings, *less* contribution to the Provident Fund	25,01,046
Excess of net earnings over interest charges	10,424

Nágdá-Ujjain railway (standard gauge).

29. The total capital outlay on final heads of account to the 31st December 1899 was R22,34,346. There was no debit under the head of suspense.

The expenditure during 1899 on final heads amounted to R2,750, and was incurred chiefly on staff quarters.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	89,319
Net earnings, *less* contribution to the Provident Fund	77,732
Deficit of net earnings below interest charges	11,587

The Gaekwar's Petlád railway (standard gauge).

30. The total capital outlay on final heads of account to the 31st December 1899 was R7,40,704, and the amount held in suspense at that date was R11,735.

The expenditure during 1899 on final heads amounted to R3,271, and was incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	30,030
Net earnings, *less* contribution to the Provident Fund	39,312
Excess of net earnings over interest charges	9,282

Kolar Gold-fields railway (standard gauge).

31. The total capital outlay on final heads of account to the 31st December 1899 was ₹7,48,646, and the amount held in suspense at that date was ₹3,30,906.

The expenditure during 1899 on final heads was ₹8,462.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	39,433
Net earnings, *less* contribution to the Provident Fund	56,827
Excess of net earnings over interest charges	17,394

Rájpura-Bhátinda railway (standard gauge).

32. The total capital outlay on final heads of account to the 31st December 1899 amounted to ₹67,05,785. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was ₹1,265, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	2,68,220
Net earnings	3,05,784
Excess of net earnings over interest charges	37,564

Jammu and Kashmir railway, Native state section (standard gauge).

33. The total capital outlay on final heads of account to the 31st December 1899 amounted to ₹9,60,820. There was no debit under the head of suspense.

There was a credit of ₹2,026 during 1899 on final heads, due to a refund of the value of materials recovered from the turntable at Tawi.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	38,473
Net earnings	22,932
Deficit of net earnings below interest charges	15,541

Bengal and North-Western railway system (metre gauge).

34. The total capital on the company's section of the line, including the Ganges-Gogra Doab railways, on the 31st December 1899 stood as follows:

	£	£	₹
Capital authorized—			
Share capital	2,750,000		
3½ per cent. Preference shares	1,500,000		
Loans and debenture stock	400,000		
		4,650,000	
Capital subscribed—			
Share capital	3,575,000		
Loans and debenture stock	400,000		
Capital not bearing interest	27,002		
		4,002,002 =	5,62,20,737
Capital expenditure—			
On construction account		3,543,261 =	4,92,95,015*
On stores in suspense		133,712 =	20,49,834
On advances in suspense		16,940 =	2,61,914
		3,693,913 =	5,16,06,763

* Including ₹26,21,852, interest on capital during construction.

Balance available of—	£
Capital authorized	956,087
Capital subscribed	308,089

The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	₹
Tirhoot State railway, Government section	3,67,53,535
Bengal and North-Western railway, Company's section	4,92,95,015*
TOTAL	8,60,48,550

The amount held in suspense was:

	₹
Tirhoot State railway, Government section	12,73,999
Bengal and North-Western railway, Company's section	23,11,748
TOTAL	35,85,747

The expenditure during 1899 on final heads was as follows:

	₹
Tirhoot State railway, Government section	45,87,431
Bengal and North-Western railway, Company's section	60,94,371
TOTAL	1,06,81,802

The principal works on which outlay was incurred are detailed below:

Tirhoot State railway, Government section—	₹
13 F. class engines	42,293
500 iron covered goods wagons	4,50,596
Raising formation level between Tegra and Buchwara	51,716
Additional bridging and waterways	1,62,752
Hajeepore-Katihár extension	38,28,588

Bengal and North-Western railway, Company's section—	₹
Preliminary expenses in England being expenditure in issuing £400,000, 3 per cent. debenture stock	28,485
Fencing the main line	77,248
European staff quarters for assistant officers, drivers and guards at Gorakhpur	61,457
Bhatni-Turtipur branch	58,968
Salimpur-Barhaj branch	31,766
500 Iron covered goods wagons	2,04,304
Elgin bridge	62,920
Gonda-Bálarampur-Tulsipur branch	1,11,791
Nánpára-Katarnian Ghat	32,067

The following figures show the comparison of interest charges on open line capital outlay for 1899 with net earnings:

	Tirhoot State railway, Government section.	Bengal and North-Western railway, Company's section.
	₹	₹
Interest on capital outlay at 4 per cent.	10,98,746	22,34,120
Net earnings, *less* contribution to the Provident Fund	13,80,161	27,32,851
Excess of net earnings over interest charges	2,81,415	4,98,731

Rajputana-Malwa railway (metre gauge).

35. The total capital outlay on final heads of account on the several sections of the system to the 31st December 1899 was as follows:

	₹
Rajputana-Malwa section	9,11,64,741
Holkar section	1,32,17,083
Rewári-Ferozepore section	1,40,86,123
Cawnpore-Achnera section	1,19,83,363
TOTAL	13,04,51,310

* Including ₹26,21,852, interest on capital during construction.

The amount held in suspense was ₹32,78,943.
The expenditure during 1899 on final heads was as follows :

	₹
Rajputana-Malwa section	4,61,184
Holkar section	38,216
Rewári-Ferozepore section	3,49,954
Cawnpore-Achnera section	30,139
TOTAL	8,79,493

The expenditure was chiefly incurred on the following works :

Construction of broad-gauge line between Bhátinda and Kot Kapura	2,61,760
Additions and alterations to Bhátinda junction station yard	58,728
Additional works at Anwarganj link, Cawnpore	34,187
Water-supply arrangements on the Abu division	26,691
Erection of 10 F. class engines	95,352
Construction of 41 bogie 3rd class carriages, 41 feet long, and erection of 30 brake-vans	1,99,530

The following figures show the comparison of interest charges for 1899 with net earnings :

	Rajputana-Malwa and Rewári-Ferozepore sections.	Holkar section.	Cawnpore-Achnera section.
	₹	₹	₹
Interest on capital at 4 per cent.	43,23,101	5,27,919	4,78,732
Net earnings, *less* contribution to the Provident Fund	1,27,30,606	1,79,227	14,77,904
Excess of net earnings over interest charges	84,07,505	—3,48,692	9,99,172

Pálanpur-Deesa railway (metre gauge).

36. The total capital outlay on final heads of account to the 31st December 1899 was ₹4,18,264. There was no debit under the head of suspense, nor was any expenditure incurred on final heads during 1899.

The following figures show the comparison of interest charges for 1899 with net earnings :

	₹
Interest on capital at 4 per cent.	16,731
Net earnings, *less* contribution to the Provident Fund	25,720
Excess of net earnings over interest charges	8,989

Southern Mahratta railway (metre gauge).

37. During the year no advance was made by the Secretary of State. On the 1st April 1899 debenture stock of £600,000 at 3½ per cent. was renewed for 7 years at the reduced rate of 3 per cent.

The total capital of the Company on the 31st December 1899 was as follows :

	£	£	₹
Capital authorized—			
Share capital	3,500,000		
Debenture bonds	1,043,100		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,129,900	6,673,000 =	8,10,76,000
Capital raised and advanced—			
Share capital	3,500,000		
Debenture bonds at 3 per cent.	943,100		
Debenture bonds at 2½ per cent.	100,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,129,900		
Capital not bearing interest	30,207	6,703,207 =	8,15,00,392

	£	R
Capital expenditure—		
On construction account	6,806,472 =	8,32,00,909
On stores in suspense	109,216 =	13,10,590
Stores taken over with the Bellary-Kistna section	—230,668 =	—32,29,347
	6,685,020 =	8,12,82,152
Expenditure in excess of—		
Capital authorized	12,020 =	2,06,152
Balance available of—		
Capital raised and advanced	18,187 =	2,18,240

The total capital outlay, including the State expenditure of £1,184,173 = R1,65,78,416 on the Bellary-Kistna section, to the 31st December 1899, was R9,78,60,569.

The expenditure during 1899 on final heads was R6,18,517. The principal works on which outlay was incurred are detailed below:

	R
Additional rolling-stock	2,47,827
Additional tools, plant and machinery for the new extension of Hubli locomotive shops	42,871
Extension of the locomotive workshops and remodelling of the locomotive yard at Hubli	39,079
Wagon repairing shed at Hubli	36,200
Additional waterways on the Bellary-Kistna section	82,295

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital at 3½ per cent.	18,40,351
On debentures at 3¼ per cent.	73,251
On debentures at 3 per cent.	3,56,323
On debentures at 2½ per cent.	37,558
On advances by the Secretary of State for India at 4 per cent.	10,39,937
On outlay by the State on the Bellary-Kistna section at 4 per cent.	6,63,137
TOTAL	40,10,557
Net earnings, *less* contribution to the Provident Fund	18,95,002
Deficit of net earnings below interest charges	21,15,555

Guntakal-Mysore Frontier railway (metre gauge).

38. The total capital outlay on final heads of account to the 31st December 1899 was R58,98,608. There was no debit under the head of suspense.

The transactions of the year resulted in a net credit of R258.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,35,996
Net earnings, *less* contribution to the Provident Fund	1,28,459
Deficit of net earnings below interest charges	1,07,537

Mysore section (Southern Mahratta railway) (metre gauge).

39. The capital of the company underwent no change, and stood on the 31st December 1899 as follows:

	£	R
Capital authorized—		
Debenture stock	1,200,000 =	1,60,61,569
Capital raised—		
Debenture stock at 4 per cent.	1,200,000	
Capital not bearing interest	24,000	
	1,224,000 =	1,63,82,801
Capital expenditure—		
On construction account	1,143,335 =	1,53,03,132
On stores in suspense	27,814 =	3,72,284
TOTAL	1,171,149 =	1,56,75,416

	£	R
Balance available of—		
Capital authorized	28,851 =	3,86,153
Capital raised	52,851 =	7,07,385

The expenditure during 1899 on final heads was R2,32,151.

The following are the principal works on which expenditure was incurred :

	R
Additional rolling-stock	25,362
Re-arrangement of the station yard and construction of a new station building at Mysore	98,884
Improvement to water-ways on the old Mysore railway	35,033

The following figures show the comparison of interest charges for 1899 with net earnings :

	R
Interest on debentures at 4 per cent.	7,21,117
Net earnings, *less* contribution to the Provident Fund	3,29,033
Deficit of net earnings below interest charges	3,92,084

South Indian railway (metre gauge).

40. This undertaking was acquired by Government on the 1st January 1891, and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4½ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4½ per cent. at a premium of £24-11-2 ; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1899 was as follows :

	£	R
Capital authorized (converted at R14 per £)—		
Share capital	1,000,000 =	1,40,00,000
Capital subscribed (converted at R14 per £)—		
Share capital	1,000,000 =	1,40,00,000

The total capital expended to the 31st December 1899 amounted to R7,53,12,929 as shown below :

	R
Capital expenditure (including outlay from State capital)—	
On construction account	7,29,39,509
On stores in suspense	23,65,055
On advances in suspense	8,365
TOTAL	7,53,12,929

The total capital outlay on final heads of account to the 31st December 1899 was as follows :

	R
South Indian railway, including Nellore branch	5,64,75,475
Villupuram-Dharmavaram section	1,63,08,361
Madura-Pamban branch	1,55,673
TOTAL	7,29,39,509

The expenditure during 1899 on final heads was R6,64,217.

The following are the principal works on which expenditure was incurred:

	R
Constructing a goods station at Madras Beach	1,84,462
Remodelling Tanjore station	45,969
Constructing four tri-composite carriages	25,567

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	R
Interest charges incurred by the State—		
On Company's capital		4,50,698
On Government capital—		
Debenture stock at 4½ per cent.	2,87,321	
Indian stock at 3 per cent.	18,01,125	
Indian stock at 2½ per cent.	1,14,515	
Indian outlay at 4 per cent.	9,84,734	
		31,87,695
TOTAL		36,38,393
Net earnings, *less* contribution to the Provident Fund		39,67,389
Excess of net earnings over interest charges		3,28,996

Mâyavaram-Mutupet railway (metre gauge).

41. The total capital outlay on final heads of account to the 31st December 1899 was R24,97,355. There was no debit under the head of suspense.

The expenditure during 1899 on final heads amounted to R2,449, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	99,845
Net earnings, *less* contribution to the Provident Fund	96,798
Deficit of net earnings below interest charges	3,047

Assam-Bengal railway (metre guage).

42. In accordance with clause 58 of the contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company the capital account of the railway is divided into two parts.

PART I.

Land.—The expenditure on land, including preliminary expenses on the Garo Hills survey, R38,594, to end of December 1899, aggregated R35,65,306. There was no debit under the head of suspense.

PART II.

The total capital of the railway to the 31st December 1899 stood as under:

	£	R	R
Capital authorized—			
Share capital	1,500,000	=2,21,22,432	
Debentures	800,000	=1,44,37,409	
Net premium on debentures	13,135		
Advances in India by Secretary of State for India	...	4,68,31,090	
			8,33,90,931
Capital raised and advanced—			
Share capital	1,500,000	=2,21,22,432	
Debentures	800,000	=1,41,92,781	
Capital not bearing interest	13,135	=2,44,628	
Advances in India by Secretary of State for India		4,68,31,090	
			8,33,90,931

Capital expenditure—		
On construction account	7,83,09,194	
On stores in suspense	50,08,473	
On advances in suspense	73,264	
		8,33,90,931

The expenditure during 1899 on final heads was R1,07,07,951.
The interest charges for 1899 are as follows:

	R
On share capital at 3 per cent.	6,76,047
On debentures at 3 per cent.	2,25,349
On debentures at 2½ per cent.	1,12,675
On capital contributed by Secretary of State { Part I	1,38,808
On capital contributed by Secretary of State { Part II	17,10,835
TOTAL	28,63,714
Net earning of the year	3,22,704
Deficit of net earnings below interest charges	25,41,010

Burma railways (metre gauge).

43. The total capital of the Company from the 1st September 1896 to the 31st December 1899 was as under:

	£	R
Capital authorized—		
Share capital	2,000,000	
Capital subscribed—		
Share capital	2,000,000	
Capital paid up—		
Share capital	1,836,462	3,11,86,152
Capital expenditure—		
On construction account—		
Open lines		85,69,906
Lines under construction including survey		1,20,42,948
		2,06,12,854
On stores and advances in suspense		35,42,469
TOTAL		2,42,05,323
Balance available of—		
Capital subscribed		69,80,829

The interest guaranteed by the Secretary of State is 2½ per cent. per annum with ⅛th share of surplus profits, which share is not to be less than ¼ per cent. per annum during the period ending 30th June 1901.
The total capital outlay to the 31st December 1899 was as follows:

	R
Outlay by Government	7,69,12,324
Outlay by Company	2,42,05,323
TOTAL	10,11,17,647

The expenditure during 1899 on final heads was R85,79,161.
The principal works on which outlay was incurred are detailed below:

	R
Additions and alterations to locomotive yard at Toungoo	29,324
Extending the north and south wings of the Burma railways office at Rangoon	34,664
Fitting automatic vacuum brakes to 42 locomotives and 177 vehicles	84,941
Providing and erecting 20 F. class engines	5,53,622
Unloading and erecting 10 Fairlie engines and 59 open bogie wagons	3,02,050

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on Government outlay	30,76,493
Interest on Company's outlay	7,58,716
	38,35,209
Net earnings, *less* contribution to the Provident Fund	35,78,407
Deficit of net earnings below interest charges	2,56,802

Deoghur railway (metre gauge).*

44. The total capital outlay on final heads of account to the 31st December 1899 amounted to R2,86,180, and the amount held in suspense on that date was R1,345.

Brahmaputra-Sultanpur railway (metre gauge).

45. The total capital outlay on the 31st December 1899 stood as follows:

	R	R
Capital authorized—		
Share capital	36,00,000	36,00,000
Capital subscribed—		
Debenture bonds converted into stock	24,58,200	24,58,200
Capital expenditure—		
On construction account	18,99,028	
On stores in suspense	1,793	
On advances in suspense	57,135	19,58,136

Balance available of—	R
Capital authorized	16,41,864
Capital subscribed	5,00,064

The expenditure of the year on final heads amounted to R9,42,961.
The following are the principal works on which expenditure was incurred:

	R
Formation	1,35,534
Bridgework	2,44,904
Ballast and permanent-way	4,53,720
Stations and buildings	51,766

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital at 3 per cent.	64,875
Net earnings, *less* contribution to the Provident Fund	19,964
Deficit of net earnings below interest charges	44,911

Mymensingh-Jamálpur-Jagannathganj railway (metre gauge).

46. The total capital outlay on the 31st December 1899 stood as follows:

	R	R
Capital authorized—		
Share capital	20,00,000	20,00,000
Capital subscribed—		
Share capital	20,00,000	20,00,000
Capital expenditure—		
On construction account	15,73,455	
On stores in suspense	37,746	
On advances in suspense	47	16,11,248

Balance available of—	
Capital authorized	3,88,752
Capital subscribed	3,88,752

* Information relating to interest charges is not available.

The expenditure of the year on final heads amounted to R6,06,804.
The following are the principal heads under which expenditure was incurred:

	R
Formation	39,542
Bridge work	77,115
Ballast and permanent-way	3,61,283
Stations and buildings	81,210

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital at 3 per cent.	63,000
Net earnings, *less* contribution to the Provident Fund	36,575
Deficit of net earnings below interest charges	26,425

Rohilkund and Kumaon railway system (metre gauge).

47. The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	R
Lucknow-Bareilly section	92,92,292
Company's section	21,47,254
TOTAL	1,14,39,546

The amount held in suspense was:

	R
Lucknow-Bareilly section	2,05,193
Company's section	1,059
TOTAL	2,06,252

The expenditure during 1899 on final heads of account was as under:

	R
Lucknow-Bareilly section	1,16,680
Company's section	6,807

The expenditure was chiefly on rolling-stock.
The following figures show the comparison of interest charges for 1899 with net earnings:

		Lucknow-Bareilly section.	Company's section.
Interest—	R	R	R
Debentures at 3 per cent.	66,023		
Secretary of State's capital at 4 per cent.	2,04,846		
Over-drafts on capital at 4 per cent.	94,668		
		3,65,537	....
Outlay at 4 per cent. to end of 1898 and at 2 per cent. during 1899		....	85,817
TOTAL		3,65,537	85,817
Net earnings, *less* contribution to the Provident Fund		6,33,355	2,34,020
Excess of net earnings over interest charges		2,67,818	1,48,203

Segowlie-Raxaul railway (metre gauge)*.

48. The total capital outlay on final heads of account on the 31st December 1899 was R10,30,589, and the amount held in suspense at that date was R 51,151.
The expenditure during 1899 on final heads was R2,556.

* Information relating to interest charges is not available.

Bengal Dooars railway (metre gauge).*

49. The total capital of the Company on the 31st December 1899 was as follows:

	£	£	₹
Capital authorized	150,000		
Capital subscribed (received)	150,000		
Capital expenditure—			
On construction account		168,923	= 26,26,748
Extensions—			
Capital authorized	2,50,000		
Capital subscribed (received)	2,11,132		
Capital expenditure—			
On construction account		97,327	= 14,64,735
On suspense		80,760	= 12,10,720
TOTAL		178,087	= 26,75,455

The expenditure on the original line during 1899 on final heads was ₹34,384 and was chiefly incurred on formation, ballast and permanent-way and ferries.

The total dividend, declared on the sterling capital of £150,000 for the year 1899, amounted to above 4 per cent.

Dibru-Sadiya railway (metre gauge).

50. The total capital outlay on final heads of account to the 31st December 1899 was £517,546 or ₹73,06,538.

The fixed sterling suspense granted by Government is £10,000.

The expenditure during 1899 on final heads was ₹17,746, but owing to the adjustment of rupee capital for conversion from sterling, the net balance was ₹16,735.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest at the rate of 5 per cent. on capital outlay to the end of 1898, and on fixed suspense capital, including 2½ per cent. on capital outlay during the year	3,94,450
Net earnings	4,49,688
Excess of net earnings over interest charges	55,238

Ledo and Tikak-Margherita Colliery railway (metre gauge).*

51. The total capital outlay on final heads of account to the 31st December 1899 amounted to ₹12,83,416. There was no debit under the head of suspense.

Ahmedabad-Parántij railway (metre gauge).

52. The total capital outlay on final heads of account to the 31st December 1899 was ₹19,32,206. The amount held in suspense on that date was ₹17,409.

The expenditure during 1899 on final heads was ₹12,278 and was chiefly incurred on land.

The following figures show the comparison of interest charges for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	77,851
Net earnings, *less* contribution to the Provident Fund	1,21,687
Excess of net earnings over interest charges	43,836

Nilgiri railway (metre gauge).*

53. The total capital outlay on final heads of account to the 31st December 1899 was ₹47,87,869. The amount held in suspense was ₹2,075.

The expenditure during 1899 on final heads was ₹3,50,830, and was chiefly incurred on formation.

* Information relating to interest charges is not available.

The Gaekwar's Mehsána railway (metre gauge).

54. The total capital outlay on final heads of account on the several sections to the 31st December 1899 was as follows:

	₹
Mehsána-Kherálu section	9,95,274
Mehsána-Viramgám section	14,87,704
Mehsána-Pátan section	8,00,634
TOTAL	32,83,612

There was no debit under the head of suspense.

The expenditure during 1899 on final heads was as follows:

	₹
Mehsána-Kherálu section	—45
Mehsána-Viramgám section	1,454
Mehsána-Pátan section	—8
TOTAL	1,401

The following figures show the comparison of the total interest charges on the three sections for 1899 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	1,31,317
Net earnings, *less* contribution to the Provident Fund	2,16,654
Excess of net earnings over interest charges	85,337

Hyderabad-Gódávári Valley railway (metre gauge).*

55. The total capital outlay on final heads of account to the 31st December 1899 was R1,63,46,508, exclusive of interest on capital during construction. The amount held in suspense on that date was R22,10,235.

The expenditure during 1899 on final heads was R93,62,588.

Kolhápur railway (metre gauge).*

56. The total capital outlay on final heads of account to the 31st December 1899 was R23,24,807. There was no debit under the head of suspense, nor any expenditure during 1899 on final heads.

Yesvantpur-Mysore Frontier railway (metre gauge).*

57. The total capital outlay on final heads of account to the 31st December 1899 was R24,03,073, and the amount held in suspense at that date was R93,089.

The transactions of the year resulted in a net credit of R155.

Mysore-Nanjangúd railway (metre gauge).*

58. The total capital outlay on final heads of account to the 31st December 1899 was R6,21,853, and the amount held in suspense at that date was R24,199.

The expenditure during 1899 on final heads was R2,572.

Birur-Shimoga railway (metre gauge).*

59. The total capital outlay on final heads of account to the 31st December 1899 was R20,14,436, and the amount held in suspense at that date was R71,039.

Jodhpur-Bikaner railway system (metre gauge).

60. The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	₹
Jodhpur section	1,13,11,542
Bikaner section	28,52,917
TOTAL	1,41,64,459

* Information relating to interes charges is not available.

	R
The amount held in suspense was :	
Jodhpur section	30,641
Bikaner section	9,000
TOTAL	39,641

The expenditure during 1899 on final heads was as follows :

	R
Jodhpur section	12,79,391
Bikaner section	5,38,765
TOTAL	18,18,156

The expenditure on the Jodhpur section was chiefly incurred on the Shadipalli-Bolotra section and that on the Bikaner section on the Bikaner-Bhátinda section.

The following figures show the comparison of interest charges for 1899 with net earnings :

	Jodhpur section.	Bikaner section.
	R	R
Interest on capital at 4 per cent.	3,04,371	78,271
Net earnings, *less* contribution to the Provident Fund.	11,66,845	1,04,344
Excess of net earnings over interest charges	8,62,474	26,073

Udaipur-Chitor railway (metre gauge).

61. The total capital outlay on final heads of account to the 31st December 1899 was R19,34,912, and the amount held in suspense at that date was R55,000.

The expenditure during 1899 on final heads was R2,16,452, and was chiefly incurred on formation, ballast and permanent-way and stations and buildings.

Bhávnagar-Gondal-Junágad-Porbandar railway, including the Jetalsar-Rájkot, Jámnagar and Dhrángadra railways (metre gauge).

62. The total capital outlay on final heads of account to the 31st December 1899 was R2,20,36,709.

The distribution of this amount over the several sections of the system is as under :

	R
Bhávnagar section	72,34,132
Gondal section	46,62,270
Junágad section	38,40,849
Porbandar section	18,54,785
Jetalsar-Rájkot railway	15,83,208
Jámnagar railway	22,97,377
Dhrángadra railway	5,64,088
TOTAL	2,20,36,709

The amounts held in suspense were as follows :

	R
Bhávnagar section	3,74,109
Gondal section	50,578
Junágad section	—39,722
Porbandar section	—20,729
Jámnagar railway	11,181
Dhrángadra railway	42,016
TOTAL	4,17,433

The expenditure during 1899 on final heads was as follows:

	R
Bhávnagar section	44,135
Gondal section	4,945
Junágad section	3,174
Porbandar section	4,955
Jetalsar-Rájkot railway	7,996
Jámnagar railway	13,612
Dhrángadra railway	20,857
TOTAL	99,674

The following figures show the comparison of interest charges for 1899 with net earnings:

	Bhávnagar section.	Gondal section.	Junágad section.	Porbandar section.	Total Bhávnagar-Gondal-Junágad-Porbandar railway.	Jetalsar-Rájkot railway.	Jámnagar railway.	Dhrángadra railway.
	R	R	R	R	R	R	R	R
Interest on capital outlay at 4 per cent.	2,95,907	1,90,362	1,55,346	74,905	7,16,539	63,277	92,317	23,922
Net earnings, *less* contribution to the Provident Fund	4,87,698	2,07,515	1,49,893	81,829	9,26,935	78,725	51,540	20,977
Excess of net earnings over interest charges	1,91,791	17,154	—5,453	6,904	2,10,396	15,448	—40,777	—2,945

Average mileage capital cost of standard and metre gauge railways.

63. On the following pages will be found a statement showing the average mileage capital cost of the standard and metre gauge railways in India on the 31st December 1899, distributed, as far as possible, over main heads of expenditure, exclusive of steam ferries and suspense items.

Railway bridges and tunnels.

64. At the end of this chapter, statements are recorded giving details of the cost of some of the large railway bridges and tunnels in India.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of Railway and main heads of expenditure.	STATE LINES WORKED BY COMPANIES. (STANDARD GAUGE.)											
	I. East Indian.		II. Bengal Central.		III. Bengal-Nágpur.		IV. Indian Midland.		VI. Godhra-Rutlam-Nágdá.		VII. Wardha Coal.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—												
Double . . . Miles.	474·25	...	...	...	...	...	...	...	...	...	...	...
Single . . . . »	1,236·42	...	125·01	...	1,190·16	...	796·25	...	141·14	...	44·88	...
Total . . »	1,710·67	...	125·01	...	1,190·16	...	796·25	...	141·14	...	44·88	...
I. Preliminary expenses . . ₹	12,72,665	744	1,48,152	1,185	17,58,799	1,478	9,95,314	1,250	1,80,184	1,277	91,642	2,042
II. Land . . . . »	18,68,735	1,092	23,969	192	53,25,672	4,475	9,15,414	1,150	35,570	252	4,743	106
III. Formation . . . »	2,23,11,514	13,043	7,49,310	5,994	1,94,94,240	16,380	1,00,45,182	12,616	60,83,922	43,105	3,02,318	6,736
IV. Bridge-work . . . »	7,03,99,438	41,153	14,37,466	11,499	3,35,61,439	28,199	2,38,84,223	29,619	41,34,554	29,294	10,49,576	23,386
V. Fencing, etc. . . . »	35,75,936	2,090	4,05,438	3,243	6,42,359	540	26,11,112	3,279	2,79,039	1,977	2,24,499	5,002
VI. Electric telegraph . »	29,82,766	1,744	..	...	...	...	16,456	24	4,665	29	...	...
VII. Ballast and permanent-way . . »	10,65,72,137	62,299	44,08,597	35,266	4,57,09,710	38,406	3,35,35,288	42,117	46,97,941	33,286	17,51,227	39,020
VIII. Stations and buildings . . . »	3,76,87,788	22,031	11,33,192	9,065	95,40,079	8,016	84,80,184	10,650	14,34,276	10,162	3,65,447	8,143
IX. Plant . . . . »	39,79,362	2,326	3,70,270	2,966	25,27,415	2,124	12,89,863	1,620	58,582	415	2,17,578	4,848
XI. Rolling-stock . . »	9,25,18,195	54,083	28,18,698	22,548	1,92,74,420	16,195	1,38,07,259	17,340	...	...	3,79,332	8,452
XII. General charges . »	5,45,34,395	31,879	7,34,665	5,877	88,42,815	7,429	39,60,221	4,973	7,88,387	5,586	4,52,519	10,083
Loss by exchange . »	...	...	...	...	6,53,185	548	2,52,050	317	...	...	1,57,442	3,508
Total . . »	(a) 39,99,15,424	2,33,777	(b) 1,23,31,929	98,648	14,73,30,123	1,23,790	(c) 9,98,34,287	1,25,381	1,76,96,520	1,25,383	49,96,325	1,11,326

(a) Including ₹18,43,339 on account of collieries, ₹2,95,125 on account of commission, etc., on debenture loans, ₹14,663 on account of new minor works and ₹59,366 on account of Delhi station junction works, Delhi-Umballa-Kalka Railway, not included in any of the above heads.
(b) Including ₹1,01,672 on account of loss on working open line to 21st April 1834 not included in any of the above heads.
(c) Including ₹3,41,721 on account of commission, etc , on loans, not included in any of the above heads.
(d) The mileage includes 5·63 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.

No. 2.

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

	STATE LINES WORKED BY THE STATE (STANDARD GAUGE).															
VIII. Dhond-Manmád.		IX. Bezwada extension.		XI. North Western (state). (d)		XII. Hyderabad-Shadipalli.		XIII. Oudh and Rohilkhand (state).		XIV. Eastern Bengal (state).		XV. Calcutta Port Commissioners'.		XVI. East Coast (state).	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	170·49	...	...	...	...	...	112·21	...	1.49	...	...	...
145·44	...	20·58	...	2,774·31	...	58·91	...	(f) 950·76	...	155·58	...	7·04	...	(h) 803·25	...
145·44	...	20·58	...	2,944·80	...	58·91	...	950·76	...	267·79	...	8·53	...	803·25	...
1,28,328	884	15,319	744	42,00,978	1,427	36,345	617	11,95,351	1,257		...	(g) 31,753	3,722	5,05,882	630
99,295	683	47,109	2,289	31,84,718	1,081	25,995	441	6,67,702	702		...	41,81,315	4,90,189	22,37,148	2,785
9,14,803	6,290	1,83,329	8,908	6,67,22,710	22,658	1,39,768	2,373	39,95,682	4,203		...	4,25,948	49,935	83,97,093	10,454
22,12,654	15,213	1,62,007	7,872	10,41,78,646	35,377	2,75,131	4,671	1,96,71,399	31,208		...	4,28,033	50,180	1,89,38,343	23,577
4,91,859	3,382	19,536	949	73,11,747	2,483	18,987	322	25,73,498	2,707		...	53,509	6,273	5,83,603	727
...	...	...	...	8,84,702	300	...	...	46,129	48		...	...	...	3,142	4
50,25,405	34,553	6,19,888	30,121	13,77,26,820	46,769	10,06,262	17,081	3,45,15,571	36,303		...	9,59,392	1,12,473	2,76,46,714	34,419
10,27,942	7,068	3,08,340	14,983	4,47,27,065	15,188	1,69,774	2,882	1,23,06,403	12,944		...	3,76,324	44,118	51,59,106	6,423
1,81,771	1,250	9,464	460	96,81,736	3,288	19,519	331	23,70,244	2,493		...	...	...	14,01,719	1,745
17,298	119	20,384	990	6,45,48,475	21,919	3,577	61	1,69,69,899	17,849		...	7,13,975	83,702	98,07,630	12,209
7,75 497	5,332	1,17,275	5,699	3,16,02,871	10,732	1,17,479	1,994	94,15,743	9,903		...	26,691	3,129	53,82,934	6,701
6,56,990	4,517	...	...	87,18,416	29,061	...	...	...	...		...	...	...	...	...
1,15,32,042	79,291	15,02,651	73,015	(e) 48,58,10,154	1,64,972	18,12,837	30,773	11,37,27,621	1,19,617	6,62,95,603	2,47,566	71,06,940	8,43,721	8,00,63,314	99,674

Distribution over main heads cannot be given.

(e) Including R23,21,271 on account of maintenance and sundries, not included in any of the above heads.
(f) Including 16·79 miles of mixed gauge from Burwal to Barabanki and 0·59 mile on the Cawnpore bridge.
(g) Of this sum R28,444 represents outlay on construction of line prior to preliminary expenses.
(h) Including 2·99 miles laid on the metre gauge.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE).						ASSISTED COMPANIES.			
	XVII. GREAT INDIAN PENINSULA.		XVIII. BOMBAY, BARODA AND CENTRAL INDIA.		XIX. MADRAS.		XX. DELHI-UMBALLA-KALKA.		XXI. TARKESSUR.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—										
Double . . . . . Miles	461·92	...	172·68	...	42·40	...	...	...	...	...
Single . . . . . »	826·08	...	288·22	...	800·99	...	162·24	...	22·23	...
TOTAL . . »	1,288·00	...	460·90	...	843·39	...	162·24	...	22·23	...
I. Preliminary expenses . . ₹	Distribution over main heads cannot be given.	...	Distribution over main heads cannot be given.	...	Distribution over main heads cannot be given.	...	8,07,400	4,977	Distribution over main heads cannot be given.	...
II. Land . . . . . »		...		...		...	...	...	...	...
III. Formation . . . . . »		...		...		...	39,38,607	24,276		...
IV. Bridge-work . . . . »		...		...		...	...	...		...
V. Fencing, etc. . . . . »		...		...		...	...	...		...
VI. Electric telegraph . . »		...		...		...	...	...		...
VII. Ballast and permanent-way . »		...		...		...	70,87,410	43,685		...
VIII. Stations and buildings . . »		...		...		...	13,34,580	8,226		...
IX. Plant . . . . . »		...		...		...	2,38,836	1,472		...
XI. Rolling-stock . . . . »		...		...		...	...	...		...
XII. General charges . . . »		...		...		...	9,13,480	5,630		...
Loss by exchange . . . »		...		...		...	...	...		...
TOTAL »	27,65,95,104	2,14,748	11,05,89,837 (a)	2,39,943	12,02,19,104	1,42,542	1,54,47,600 (b)	95,214	17,84,166	80,259

(a) Including the Pátri branch, the State outlay (₹8,08,405) on which was met from the Civil Works Grant. The capital outlay shown in this table is inclusive of this amount.

(b) Including ₹5,50,369 on account of maintenance and contingencies, and ₹5,76,918 on account of interest on capital during construction, not included in any of the above heads.

No. 2—*continued,*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

(STANDARD GAUGE.)								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE).							
XXII. South Behar (Luckeeserai-Gya).		XXIII. Southern Punjab (Delhi-Samásata).		XXIV. Hardwar-Dehra.		XXV. Tápti Valley.		XXVI. Khámgaon.		XXVII. Amraoti.		XXVIII. Bina-Goona-Bárán.		XXIX. Bhopal-Ujjain.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
78·76	...	425·38	...	32·05	...	138·88	...	7·55	...	5·44	...	145·21	...	113·27	...
78·76	...	425·38	...	32·05	...	138·88	...	7·55	...	5·44	...	145·21	...	113·27	...
7,46,511	9,478	12,94,166	3,042	20,655	645		...	369	49	11,799	2,169	92,220	635	94,758	837
...	...	...	...	...	...		...	1,116	148	2,450	450	2,267	16	2,771	24
7,31,864	9,292	11,08,693	2,606	5,73,880	17,906		...	44,036	5,832	20,377	3,746	13,73,164	9,456	8,07,815	7,132
37,14,514	47,162	8,21,843	1,932	5,55,692	17,338		...	57,634	7,633	62,106	11,417	20,78,254	14,312	17,33,579	15,305
49,375	627	1,86,198	438	27,611	862		...	7,366	975	11,699	2,151	2,67,841	1,844	80,226	708
...	...	...	...	...	...		...	...	...	...	...	2,156	15	28,534	152
35,96,562	45,665	1,42,24,532	33,440	7,94,788	24,798		...	3,10,958	41,187	2,43,889	44,832	46,82,373	32,245	37,48,649	33,095
6,29,972	7,999	23,54,108	5,534	1,46,632	4,575		...	53,602	7,100	54,425	10,005	5,03,839	3,470	4,44,054	3,920
7,72,536	9,809	59,803	141	25,653	800		...	3,433	455	3,016	554	50,245	346	18,064	159
...	...	...	...	...	...		...	11,669	1,546	8,641	1,588	22,259	153	...	...
7,48,316	9,501	15,60,814	3,669	1,94,033	6,054		...	31,967	4,234	29,709	5,461	8,50,866	5,860	6,95,840	6,143
...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
(c) 1,17,50,134	1,49,189	(d) 2,26,02,986	53,136	23,38,944	72,978	1,06,17,653	76,452	5,22,150	69,159	4,48,111	82,373	(e) 99,31,680	68,395	76,54,290	67,375

Distribution over main heads cannot be given.

(c) Including ₹2,277 on account of discount allowed on calls paid in advance, ₹7,08,107 on account of interest during construction, and ₹50,110 on account of maintenance for 2 years after opening, not included in any of the above heads.
(d) Including ₹9,92,829 on account of interest on capital, not included in any of the above heads.
(e) Including ₹6,196 on account of interest on capital works in the Bina yard, not included in any of the above heads.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of Railway and main heads of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE) —concluded.									
	XXX. Bhopal-Itársi (Native State section) (a).		XXXI. The Nizam's Guaranteed State.		XXXII Nágdá-Ujjain.		XXXIII. The Gaekwar's Petlád.		XXXIV. Kolar Gold-fields.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—										
Double . . . . . Miles	...	...	...	...	...	...	....	...	...	...
Single . . . . . »	57'39	...	330'13	...	34'32	...	13'35	...	10'00	...
Total . . »	57'39	...	330'13	...	34'32	..	13'35	...	10'00	...
I. Preliminary expenses . . R	...	...	Distribution over main heads cannot be given.	...	10,938	319	7,991	599	6,268	627
II. Land . . . . . »	15,543	271		...	...	...	...	...	19,102	1,910
III. Formation . . . . »	15,88,771	27,684		...	1,76,367	5,139				
IV. Bridge-work . . . . »	18,68,131	32,551		...	4,62,419	13,474	94,058	7,046	2,35,408	23,541
V. Fencing, etc. . . . »	2,12,821	3,708		...	11,388	332				
VI. Electric telegraph . . »	407	7		...	603	18	...	...	...	...
VII. Ballast and permanent-way . »	23,65,277	41,214		...	13 23,286	38,557	4·33,413	32,465	3,40,956	34,096
VIII. Stations and buildings . . »	8,50,452	14,849		...	80,650	2,350	1,66,948	12,505	1,00,262	10,026
IX. Plant . . . . . »	42,773	745		...	1,228	36	...	...	7,093	709
XI. Rolling-stock . . . . »	55,651	970		...	...	...	...	...	...	...
XII. General charges . . . »	3,62,112	6,310		...	1,67,467	4,879	38,294	2,868	(b) 39.557	3,956
Loss by exchange . . »	...	...		...	...	...	...	...	...	...
Total . . »	73,61,938	1,28,279	4,08,92,996	1,23,869	22,34,346	65,104	7,40,704	55,483	7,48,646	74,865

(a) Including the Bhopal-Itársi railway (British section).
(b) Including cost of electric telegraph.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE).				STATE LINES WORKED BY COMPANIES (METRE GAUGE).											
XXXVI. Rájpura-Bhatinda.		XXXVII. Jammu and Kashmir (Native state section).		XXXIX. Bengal and North-Western				XL. Rohilkund and Kumaon (Lucknow-Bareilly section).		XLI. Rajputana-Malwa.		XLII. Pálanpur-Deesa.		XLIII. Southern Mahratta.	
				Tirhoot section.		Company's section.									
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	1'14	...	...	...	...	...
107'05	...	15'92	...	341'80	...	743'00	...	231'17	...	(e) 1,671'33	...	17'28	...	1,042'04	...
107'05	...	15'92	...	341'80	...	743'00	...	231'17	...	1,672'47	...	17'28	...	1,042'04	...
39,422	555	23,934	1,503	1,83,668	537	5,25,001	707	1,62,700	704	22,71,382	1,358	1,973	114	10,90,895	1,047
46,494	434	...	...	11,61,633	3,398	...	...	2,54,693	1,102	13,87,698	830	...	...	11,14,862	1,070
2,75,955	2,578	34,955	2,196	11,65,526	3,410	35,19,753	4,737	5,67,280	2,456	73,29,335	4,382	64,414	3,728	1,91,68,368	18,395
5,37,820	5,024	1,35,428	8,507	43,17,434	12,630	97,76,416	13,158	8,52,621	3,686	2,17,07,280	12,979	59,429	3,439	1,86,98,283	17,944
2,04,472	1,910	2,175	137	9,18,328	2,686	4,79,058	645	1,94,796	843	31,06,539	1,858	10,037	581	15,52,011	1,489
...	...	170	10	14,036	41	27,092	36	...	...	...	...	...	...	...	...
41,57,854	38,840	5,66,608	35,591	81,14,567	23,741	1,45,10,272	19,529	37,25,755	16,117	3,80,47,175	22,749	2,09,667	12,134	2,17,03,405	20,828
10,72,746	10,021	1,31,770	8,277	32,47,105	9,500	47,19,680	6,352	9,51,687	4,117	1,86,99,626	11,181	51,175	2,961	1,19,34,298	11,453
82,433	770	5,336	335	5,96,071	1,747	15,20,164	2,046	2,25,369	975	30,65,004	1,833	6,672	386	30,15,649	2,894
...	...	...	...	50,37,914	14,739	58,95,794	7,935	17,93,600	7,759	2,15,80,485	12,903	...	...	1,12,71,362	10,817
2,68,589	2,509	60,444	3,797	13,81,158	4,041	31,09,453	4,185	4,80,812	2,080	83,47,815	4,991	14,897	862	65,09 754	6,247
...	...	...	...	7,04,770	2,062	...	...	42,150	182	49,08,971	2,935	...	...	4,91,090	471
67,03,785	62,641	9,60,829	60,353	2,68,42,450	78,532	(c) 4,66,45,783	62,780	(d) 92,92,292	40,197	13,04,51,310	77,999	4,18,264	24,205	9,65,49 979	92,655

(c) Including ₹23,86,761 on account of interest on capital during construction, and ₹1,76,339 on account of "Maintenance allowed to be charged to capital" not included, in any of the above heads.
(d) Including ₹41,029 on account of interest on capital during construction, not included in any of the above heads.
(e) Including 26'28 miles of mixed gauge from Bhátinda to Kot Kapura and 28'08 miles of standard gauge between Kot Kapura and Ferozepore.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of Railway and main heads of Expenditure.	STATE LINES WORKED BY COMPANIES (METRE GAUGE)							
	XLIV. Guntakal-Mysore Frontier.		XLV. Southern Mahratta (Mysore Section.)		XLVI. South Indian.		XLVII. Mayavaram-Mutupet.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—								
Double . . . . . Miles	...	...	...	...	...	...	...	...
Single . . . . . „	119·50	...	296·00	...	1,030·53	...	53·99	...
Total . „	119·50	...	296·00	...	1,030·53	...	53·99	...
I. Preliminary expenses . . . . ₹	59,327	496	2,95,375	998	10,11,868	982	16,171	300
II. Land . . . . . „	28,440	238	1,51,320	511	5,45,925	530	1,75,506	3,251
III. Formation . . . . . „	7,83,879	6,560	24,19,645	8,175	31,67,057	5,014	2,42,988	4,501
IV. Bridge-work . . . . . „	20,32,587	17,009	20,11,024	6,794	1,43,87,209	13,961	8,45,768	15,665
V. Fencing, etc. . . . . „	56,997	477	1,40,495	475	15,93,111	1,546	29,897	554
VI. Electric telegraph . . . . . „	1,345	11	...	...	98,706	96	2,536	47
VII. Ballast and permanent-way . . „	18,22,222	15,249	50,96,777	17,219	1,86,72,023	18,119	6,72,925	12,464
VIII. Stations and buildings . . . „	4,71,540	3,946	14,98,490	5,062	76,29,733	7,403	2,24,666	4,161
IX. Plant . . . . . „	28,579	239	3,51,356	1,187	17,10,362	1,660	14,557	270
XI. Rolling-stock . . . . . „	...	...	24,26,038	8,196	1,26,20,898	12,247	...	...
XII. General charges . . . . . „	6,13,692	5,135	9,12,612	3,083	79,90,774	7,754	2,72,341	5,044
Loss by exchange . . . . . „	...	...	...	...	2,42,360	235	...	...
Total . „	58,98,608	49,361	1,53,03,132	51,700	7,27,88,306 (a)	70,632	24,97,355	46,256

(a) Including ₹11,18,280 on account of "Maintenance," not included in any of the above heads.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

—concluded.		STATE LINES WORKED BY THE STATE (METRE GAUGE).								ASSISTED COMPANIES (METRE GAUGE.)	
XLVIII. ASSAM-BENGAL.		XLIX. BURMA.		L. EASTERN BENGAL (STATE). Northern and Behar sections, including the Kaunia-Dharlia (2′ 6″ gauge) branch.		Dacca section.		LI. CAWNPORE-BURHWAL (METRE GAUGE LINK).		LIII. DEOGHUR.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	12·00	...	...	...	...	...	...	...	...	...
434·66	...	981·34	...	478·47	...	85·92	...	(*d*) 79·60	...	4·79	...
434·66	...	993·34	...	478·47	..	85·92	...	(*d*) 79·60	...	4·79	...
10,73,238	2,469	19,74,617	1,988	1,97,023	412	1,27,561	1,485	31,729	399		...
31,31,724	7,205	13,16,007	1,325	13,37,178	2,795	5,32,167	6,194	93,403	1,173		...
1,28,41,474	29,544	1,16,10,506	11,688	34,15,980	7,139	6,95,702	8,097	1,37,429	1,726		...
81,81,469	18,823	1,35,34,168	13,625	77,70,987	16,241	5,88,703	6,852	2,65,770	3,339		...
9,76,462	2,246	28,72,094	2,891	11,11,895	2,324	1,08,963	1,268	2,58,747	3,250		...
...	...	9,238	9	7,210	15	...	...	...	...		...
94,50,422	21,742	2,28,20,293	22,973	1,05,42,705	22,034	17,80,833	20,726	12,15,918	15,275		...
43,31,359	9,965	84,48,362	8,505	46,44,411	9,707	12,97,871	15,106	4,02,431	5,056		...
10,56,698	2,431	15,41,961	1,552	12,45,733	2,604	2,18,879	2,547	4,760	60		...
30,28,215	6,967	1,20,29,142	12,110	74,25,432	14,892	11,62,625	13,531	...	...		...
68,04,325	15,654	73,82,914	7,433	30,38,925	6,351	3,62,982	4,225	1,02,901	1,293		...
...	...	12,50,610	1,259	9,31,358	1,947	3,05,500	3,556	...	...		...
(*b*)&(*c*) 3,09,62,030	1,17,246	8,47,89,912	85,358	4,13,68,832	86,461	71,81,786	83,587	25,13,088	31,571	2,86,180	59,745

Distribution over main heads cannot be given.

(*b*) Excluding interest on capital during construction.
(*c*) Including ₹36,644 on account of repairs to the Arracan yard, and protection of river bank and landing arrangements at Chandpur, not included in any of the above heads.
(*d*) Including 16·79 miles of mixed gauge from Burhwal to Barabanki and 0·59 mile on the Cawnpore bridge.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of Railway and main heads of expenditure.	ASSISTED COMPANIES (METRE									
	LIV. Brahmaputra-Sultanpur.		LV. Mymensingh-Jamálpur-Jagannathganj.		LVI. Rohilkund and Kumaon (Company's section).		LVII. Segowlie-Raxaul		LVIII. Bengal Dooars.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—										
Double . . . . . Miles	...	...	...	...	...	...	...	...	...	...
Single . . . . . »	24·50	...	53·37	...	53·92	...	18·09	...	36·40	...
Total . »	24·50	...	53·37	...	53·92	...	18·09	...	36·40	...
I. Preliminary expenses . . . »	6,240	255	4,246	79	90,660	1,681		...	1,66,849	4,584
II. Land . . . . . »	...	...	...	...	2,277	42		...	...	...
III. Formation . . . . . »	1,35,777	5,542	1,33,069	2,493	1,28,276	2,379		...	3,52,655	9,688
IV. Bridge-work . . . . »	1,37,658	5,619	1,45,437	2,725	1,53,387	2,845		...	3,76,352	10,175
V. Fencing, etc. . . . . »	3,750	153	21,756	408	36,313	673		...	1,782	49
VI. Electric telegraph . . . »	...	...	...	...	...	...		...	...	...
VII. Ballast and permanent-way . »	4,19,976	17,142	10,11,813	18,959	8,97,160	16,639		...	7,18,803	19,747
VIII. Stations and buildings . . »	40,217	1,641	1,66,585	3,121	1,66,808	3,094		...	1,93,734	5,322
IX. Plant . . . . . »	8,287	338	22,837	428	51,784	960		...	11,368	312
XI. Rolling-stock . . . . »	...	...	...	...	4,31,551	8,004		...	3,84,947	10,576
XII. General charges . . . »	49,095	2,004	66,665	1,249	1,81,764	3,371		...	2,14,980	5,906
Loss by exchange . . . . »	...	...	...	...	...	...		...	...	...
Total . »	8,00 995	32,694	(a) 15.73,456	29,482	21,39,980	39,688	(b) 10,30,589	56,970	(c) 24,72,502	67,926

Distribution over main heads cannot be given.

(a) Including ₹1,054 on account of "Maintenance," not included in any of the above heads.
(b) Including ₹10,784 on account of interest on capital during construction.
(c) Including ₹37,877 on account of interest on capital during construction, and ₹19,155 on account of "Maintenance," not included in any of the above heads.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

GAUGE)—concluded.								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE).			
LIX. DIBRU-SADIYA.		LX. LEDO AND TIKAK-MARGHERITA COLLIERY.		LXI. AHMEDABAD-PARÁNTIJ.		LXII. NILGIRI.		LXIII. THE GAEKWAR'S MEHSÁNA.		LXIV. HYDERABAD-GÓDÁVARI VALLEY.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...
77'50	...	7'50	...	54'59	...	16'90	...	92'63	...	154'23	...
77'50	...	7'50	...	54'59	...	16'90	...	92'63	...	154'23	...
1,63,265	2,107		...	64,565	1,183		...	10,667	109	(f) 9,31,156	6,037
36,954	477		...	11,120	204		...	...	...	...	...
			...	1,30,634	2,393		...	3,04,742	3,290	9,81,402	6,363
11,30,891	14,592		...	2,76,400	5,063		...	5,71,256	6,167	12,36,575	8,018
			...	20,482	375		...	61,334	662	58,129	377
			...	1,567	29		...	...	...	...	...
17,44,755	22,513		...	10,01,893	18,353		...	16,80,960	18,147	23,97,001	15,542
2,30,336	2,972		...	1,81,116	3,318		...	4,40,890	4,760	4,07,232	2,640
5,03,491	6,497		...	12,079	221		...	33,139	358	52,419	340
15,54,011	20,052		...	...	...		...	16,026	173	10,83,053	7,022
16,70,470	21,554		...	1,58,591	2,905		...	1,65,198	1,783	4,70,285	3,049
...	...		...	...	...		...	...	...	...	...
(d) 72,85,349	94,005	12,83,416	1,71,122	(e) 19,32,206	35,395	47,87,869	2,83,306	32,83,612	35,449	(g) 75,80,623	49,151

Distribution over main heads cannot be given.

Distribution over main heads cannot be given.

(*d*) Including R2,51,176 on account of "Purchase concession," not included in any of the above heads.
(*e*) Including R71,962 on account of interest on capital during construction and R1,797 on account of interest on loan.
(*f*) Including R7,66,893 on account of Finance expenses.
(*g*) Excluding R36,629 on account of receipts on capital account which cannot be distributed over the above heads,

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of railway and main heads of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) —concluded.							
	LXV. Kolhápur.		LXVI. Yesvantpur-Mysore Frontier.		LXVII. Mysore-Nanjangód.		LXVIII. Birur-Shimoga.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—								
Double . . . . . Miles	...	...	...	...	...	...	...	...
Single . . . . . »	29·07	...	51·35	...	15·80	...	38·50	...
TOTAL . . »	29·07	...	51·35	...	15·80	...	38·50	...
I. Preliminary expenses . . . R	13,858	477	64,092	1,248	15,210	963	17,608	457
II. Land . . . . . »	30,119	1,036	25,287	492	3,005	190	1,972	51
III. Formation . . . . . »	2,68,591	9,240	5,46,287	10,639	1,34,407	8,507	4,85,916	12,621
IV. Bridge-work . . . . . »	11,22,548	38,615	5,46,629	10,645	95,767	6,061	4,17,923	10,855
V. Fencing, etc . . . . . »	41,668	1,433	65,247	1,271	26,623	1,685	30,840	801
VI. Electric telegraph . . . . »	...	...	...	...	...	...	...	...
VII. Ballast and permanent-way . . »	4,91,136	16,895	8,54,375	16,638	2,43,694	15,424	7,11,140	18,477
VIII. Stations and buildings . . »	2,29,259	7,886	1,21,932	2,375	57,565	3,643	1,66,539	4,326
IX. Plant . . . . . »	7,059	243	35,846	698	5,651	358	40,443	1,051
XI. Rolling-stock . . . . . »	...	...	...	...	...	...	...	...
XII. General charges . . . . »	1,20,369	4,148	1,43,378	2,792	39,931	2,527	1,42,055	3,690
Loss by exchange . . . . »	...	...	...	...	...	...	...	...
TOTAL . . »	23,24,807	79,973	24,03,073	46,798	6,21,853	39,358	20,14,436	52,323

No. 2—*concluded.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE).

LXXII. Jodhpur-Bikaner.				LXXIII. Udaipur-Chitor.		LXXIV. Bhávnagar-Gondal-Junágad-Porbandar.		LXXV. Jetalsar-Rájkot.		LXXVI. Jámnagar.		LXXVII. Dhrángadrá.	
Jodhpur section.		Bikaner section.											
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
380·50	...	95·00	...	67·30	...	328·97	...	46·23	...	50·29	...	20·83	...
380·50	...	95·00	...	67·30	...	(a) 328·97	...	46·23	...	(b) 50·29	...	20·83	...
59,651	157	11,177	118	7,521	112	1,19,442	363	14,238	307	18,973	377	5,814	279
1,621	4	2,325	25	...	...	63,889	194	15,427	334	...	...	542	26
3,35,747	935	1,69,109	1,780	2,86,196	4,252	17,20,680	5,230	2,44,962	3,299	2,40,675	4,786	62,746	3,012
2,39,607	630	10,767	113	2,11,360	3,141	43,52,190	13,230	2 29,786	4,970	5,06,124	10,064	49,206	2,362
2,991	8	2,656	28	10,144	151	1,01,330	308	67,098	1,451	18,096	360	3,225	251
1,16,051	305	13,747	166	...	...	11,774	36	...	...	...	...	...	...
53,26,835	15,313	15,25,735	15,955	9,25,046	13,790	50,30,531	15,253	6,82,164	14,756	7,99,740	15,903	3,21,461	15,433
4,42,434	1,163	83,355	877	1,33,821	1,988	26,35,742	8,012	2,30,682	4,990	2,01,569	4,008	86,476	4,152
95,348	251	9,227	97	17,586	261	3,29,660	1,002	15,885	344	17,654	351	8,231	395
8,95,232	2,353	1,81,083	1,906	2,30,427	3,424	23,13,317	7,032	...	...	3,99,314	7,940	...	...
1,12,695	296	13,553	143	1,09,810	1,632	8,93,481	2,716	82,974	1,795	95,232	1 894	24,387	1,171
...	...	...	...	...	...	...	...	...	...	...	...	...	...
81,8,213	21,415	20,14,734	21,208	19,34,912	28,751	1,75,92,036	53,476	15,83,208	34,246	22,97,377	45,683	5,64,088	27,081

(a) Excluding 4·87 miles of dock estates and quarry lines, constructed and maintained by the Native states as undertakings separate from the Bhávnagar-Gondal-Junagad-Porbandar railway.
(b) Excluding 3·99 miles of Bedi Bandar dock estate, constructed and maintained by the Native state as a separate undertaking.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge.)					Feet.	Feet.	Feet.	Feet.	Tons.	₹
East Indian.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	...
	2	Jumna (Allahabad)	15th Aug. 1865	16	14 of 200·00 2 of 30·00	3,150·00	42	58·75	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12	211·50	2,697·00	7 to 39	24·00	3,491·00	5,28,475
				2	30·00					
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihâti on the E. B. S. R.)	15th Mar. 1887	2	523·67	1,213·25	98·50	55·00	3,460·15	(f) 10,71,653
				1	106·50					
		Do. Approach viaducts (Naihâti)		29	10·83	441·00	...	...	...	...
		Do. Approach viaducts (Hooghly)		35	10·83	3,278·00	...	...	...	...
				74	29·17					
				1	25·83					
				1	43·00					
				1	48·00					
	5	Barákar	4th Sept. 1893	1	200·00	(g) 1,850·00	(f) 5 to 85 (h)	(i)	1,307·00	4,13,002
				5	150·00					
				6	100·00					
				5	(h) 29·25					
	6	Sone (Dehri)	22nd Feb. 1900	93	100·00	10,052·00	38·00	26·50	6,510·00	18,15,965
	7	Tonse	4th April 1864	7	150·00	1,194·00	27·75	59·67	1,207·00	8,74,865
				2	32·00					
	8	Kanhán	1st Sept. 1887	6	170·00	1,237·00	9 to 26	50·00	1,061·10	3,81,109
				2	60·00					
	9	Weinganga	29th Apl. 1889	9	150·00	1,450·00	21	54·00	1,234·47	(e) 7,38,652
	10	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	57·00	1,912·40	4,92,353
Bengal-Nágpur.	11	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 55	38·00	1,229·40	2,63,515
	12	Damoodur	12th June 1890	10	200·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
				2	100·00					
	13	Subanrika	.....	11	150·00	1,895·50	65·00	30·00	1,553·00	4,05,498
				2	60·00					
	14	Byturney	.....	15	150·00	2,400·00	73·01	28·07	2,173·00	4,95,840
	15	Brahmini	.....	29	150·00	4,640·00	78·06	31·83	4,162·00	10,34,301
	16	Berupa	.....	16	100·00	1,728·00	45·18	32·96	1,172·80	3,41,436
	17	Mahanadi	.....	64	100·00	6,912·00	68·80	28·54	4,691·20	15,01,554
	18	Kuakhai	.....	20	150·00	3,210·00	80·73	36·32	2,870·00	7,31,465
	19	Kathjori	.....	18	150·00	2,890·00	80·81	40·32	2,583·00	6,97,193
Indian Midland.	20	Chumbal	15th May 1891	12	186·00	2,714·00	75	107·20	3,026·00	17,39,057
				2	136·00					
	21	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,626·00	90	77·00	3,200·00	12,65,842
	22	Betwa (Mánikpur)	5th June 1889	13	150·00	2,166·00	13	91·04	1,772·30	8,19,541
				1	60·00					
	23	Ken (Bánda)	1st Aug. 1889	12	100·00	1,558·00	4	70·82	1,125·30	3,92,243
				1	250·00					
	24	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	58·14	1,200·86	4,02,749
Bhopal-Itarsi.	25	Nerbudda	18th Nov. 1884	14	150·00	2,306·00	4	64·50	1,980·00	3,45,696
				1	60·00					

N.B.—Bridges costing less than ₹6,00,000 each

No. 3.

large railway bridges in India up to the 31st March 1900.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
£	£	£	£	£		
(a)10,33,324	...	(b)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (a) Represents the cost of the second line only. (b) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(c)14,60,300	...	(d)44,46,300	1,412	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (c) Of this amount ₹13,13,000 represents the cost of girders, and ₹1,47,300 the cost of upper and lower roadways. (d) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(e)16,60,355	616	74	3	The girders of this bridge are erected for a double line. It has the rails above and the roadway below. (e) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,852	1,21,184	33,71,689	2,679	*(g)350		(f) Including charges on account of plant, ₹3,81,544, and supervision, ₹3,19,456. (g) Estimated.
...	...	64,611	147	...	4	The approach viaducts are brick arches.
...	...	4,80,263	147	...		
3,79,078	(m) 13,726	8,05,806	428	58	5	(h) In viaducts. (i) From front to front of abutments. (j) On rock. (k) In sand.
15,62,400	1,50,000	*35,28,365	336	25	6	(l) Deck bridge various. 75 feet to rails. (m) Stone round piers only. No training works.
4,54,473	...	(n) 14,08,401	1,180	138	7	The superstructure of this bridge is for a double line but the girders are erected for a single line only, hanging decked with corrugated steel floor plates. Hand rails on both sides, and a foot way below between girders for inspection. Rails above.
2,78,832	13,274	6,72,915	533	Not known	8	* Approximate. (n) Including ₹79,863 on account of cost of flooring.
(o) 7,47,853	(q) 22,248	10,03,733	677	43	9	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge was opened on the 7th June 1882 and standard gauge on the 29th April 1889.
3,91,240	...	8,83,593	393	87	10	(o) Including the cost of the old metre gauge bridge. (₹6,74,612). (p) Actual cost of girders only. (q) Cost of protective works as it was on the metre gauge bridge. The cost of the metre gauge girders removed, which is not included in these figures, was ₹2,40,803.
3,42,958	23,856	6,30,329	415	...	11	
6,36,230	40,328	10,39,006	422	65	12	
4,15,734	37,033	9,48,265	514	68	13	
3,97,856	29,299	10,26,889	372	33	14	
7,77,307	1,13,651	21,32,703	390	34	15	
2,19,371	26,602	6,44,871	325	38	16	These figures are not final as the bridges have only just been completed and the accounts have not been finally closed.
9,42,445	88,282	27,54,316	354	32	17	
6,63,661	37,714	14,53,268	486	31	18	
5,96,241	35,741	13,84,055	501	31	19	
9,02,295	6,29,683	32,71,035	973	78	20	
11,41,231	1,59,564	25,66,637	917	107	21	The abutments and piers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has been brought into use from the 1st May 1895.
5,78,329	...	13,93,720	643	85	22	
3,35,954	...	7,32,197	471	84	23	
3,53,348	2,615	7,64,672	527	64	24	The abutments are built for a double line.
5,77,925	...	(r) 9,44,171	422	85	25	(r) Including some special items not separately detailed.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	Name of Bridge.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	£
(Standard gauge—*continued.*) North-Western State.	26	Sutlej (Ludhiána)	January 1870	(a) 47	4 of 71·00 42 of 99·00 1 of 99·67 1 of 96·67	5,139·00	28 to 42	20·79	(b)2,374·00	20,97,296
	27	Beas	April 1869	34	2 of 120·00 32 of 100·00	3,828·00	43 to 70	30·00	1,660·00	15,66,476
	28	Jumna (Saháranpur)	January 1869	24	22 of 99·00 2 of 100·00	2,674·75	39 to 41	19·00	1,308·00	3,64,420
	29	Kaisir-i-Hind (over the Sutlej at Ferozepore)	8th May 1887	27	444·50	4,293·00	78	21·00	6,009·00	14,48,037
	30	Ravi as originally constructed	12th Apl. 1875	33	90·00	3,217·00	75	20·00	1,419·00	9,50,202
		Ravi as reconstructed	15th July 1893	15	90·00	1,465·00	75	19·00	(c)1,382·00	...
	31	Alexandra (over the Chenab between Wazirabad and Kathála) as originally constructed	22nd Jan. 1876	64	133·50	9,088·00	75	20·00	3,248·00	24,03,756
		Alexandra as reconstructed	1st Nov. 1890	28	133·50	3,976·00	75	20·00	5,073·40	22,920
	32	Jhelum as originally constructed	Towards end of 1896.	50	90·00	4,874·00	30	20·75	2,150·00	6,90,137
		Jhelum as reconstructed	20th Nov. 1895	50 1 land span	90·00 18·50	4,899·42	30	22·63	2,475·00	1,79,730
	33	Attock	24th May 1883	5	2 of 296·25 3 of 246·25	1,322·00	(d)	111·00	2,202·00	14,77,580
				2 land spans.	40·00					
	34	Empress (over the Sutlej at Adamwáhan)	8th June 1878	16	250·00	4,210·00	100	32·07	6,704·00	26,98,885
	35	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	19	135·00	2,720·00	82	29·00	2,988·00	7,73,481
	36	Lansdowne over the Indus at Sukkur—								
		Rohri Channel	27th Mar. 1889	1	790·00	900·00	None in river	51·00	3,292·00	2,88,320
		Sukkur Channel		1 1	270·00 230·00 90·00	620·00	6	46·00	1,614·00	1,79,468
	37	Sher Shah (over the Chenab at Sher Shah)	1st Feb. 1890	12	200·00	2,650·00	75	29·00	3,740·00	10,84,453
	38	Indus (Kotri)	25th May 1900	1 5	100·00 350·00	1,968·00	49 to 60	40·00	4,761·00	6,93,691
	39	Sohan	1st April 1899	1 4 2	119·00 200·00 100·00	1,204·50	(e)	36·00	1,150·00	5,91,487
Oudh and Rohilkand State.	40	Gumti (Jaunpur)	24th Dec. 1874	16 1	82·00 55·00	1,472·00	45 to 50	44·77	811·00	4,21,530
	41	Rámganga (Bareilly)	24th June 1874	21 1 1	56·00 72·00 58·00	2,277·00	85	25·77	490·00	4,50,625
	42	Ganges (Rajghát, Aligarh branch).	5th June 1874	33	80·00	3,040·00	55	24·39	1,050·00	3,78,994
	43	Ganges (Cawnpore)	15th July 1875	23 2 2	100·00 96·00 40·00	2,850·00	50 to 65	31·66	1,885·00	7,11,073
	44	Ganges (Bilawali)	9th May 1887	11	249·50	2,886·00	100	38·94	3,948·00	10,16,438
	45	Soláni	1st Jan. 1886	11	149·58	1,749·50	60	16·75	1,363·00	2,03,182
	46	Dufferin (over the Ganges at Benares).	1st Oct. 1887	7 9	331·00 103·00	3,507·41	25 to 141	75·32	6,780·00	13,04,807
	47	Rámganga (Moradabad)	8th June 1894	10	200·00	2,126·00	75 to 83	21·50	2,602·76	2,26,263
Eastern Bengal State.	48	Goraí	1st Jan. 1871	2 9½	185·00 46·25	1,744·00	28 to 96 25	31·00 46·50	1,645·00 154·00	...

N.B.—Bridges costing less than Rs.100,000 each

No. 3—*continued.*

large railway bridges in India—continued.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
(c)10,08,780	(d) 2,34,000	33,60,076	(e)605	(g)	26	(a) Twelve spans have been removed. (b) Does not include weight of girders removed. (c) Does not include cost of girders removed. (d) Including cost to 1874, since which date a large amount of additional expenditure has been incurred. (e) Calculated as for the present length.
7,23,690	3,00,000	25,90,166	(f) 598	(g)	27	(f) The contract rate for the construction of these three bridges, including protective works, was ₹428 per foot run of the bridges, and the figures as to cost are approximate only. (g) Contract included erection.
5,70,180	2,99,000	15,34,600	499	(g)	28	
15,52,329	11,07,900	41,08,266	699	50	29	Carries the rails below and the roadway above.
5,01,649	1,50,472	16,02,315	451	(h) 125	30	(h) Originally carried the rails above and a foot-path below. This has now been changed.
1,96,098	96,386	2,90,484	132	(i) 40		(i) Including the road bridge (634 tons).
						(j) The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 13′ 8″ clear between guard rails.
19,94,271	9,49,336	53,38,363	484	121	31	The bridge has been reduced from 64 to 28 spans. The girders doubled, and new cross and rail girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside.
2,45,769	49,381	3,18,070	68	27		The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; all restrictions were removed on the 1st November 1891, and the bridge was thrown open for traffic as usual.
9 40,487	81,248	17,11,872	335	124	32	Originally carried the rails above and a foot-path below. This has now been changed.
8,33,242	86,664	10,99,676	207	37		The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 14′ 6″ between guard timbers.
15,96,980	1,45,956	32,20,516	2,020	437 252	33	Has the rails above and a military roadway below. (k) Pier No. 1.—All standards and struts founded at same level, *viz.*, 343·68 or 21·68 feet *above* low-water level. Pier No. 2.—All standards and struts founded at same level, *viz.*, 319·12 or 2·88 feet *below* low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 318·88 or 10·12 feet *below* low-water level; all other standards and struts founded at same level, *viz.*, 323·30 or 8·30 feet *below* low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337·29 or 15·29 feet above low-water level; all other standards and struts founded at same level, *viz.*, 343·29 or 21·29 feet *above* low-water level.
23,96,338	(l) 20,06,246	71,01,689	1,210	205	34	Has a combined road and railway on the same level.
8,02,304	2,73,226	19,48,811	(m)579	(m)66	35	(l) Including ₹7,98,655, cost of materials for temporary bridge. Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails.
24,96,074	4,946	27,80,340	3,094	185	36	(m) Calculated on cost, which includes ₹18,000 on account of cost of staging. Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,27,912	...	5,52,380	899	110		
10,83,528	6,66,120	28,34,101	594	56	37	Has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with deodar battens.
16,06,334	...	23,00,025	1,180·71	(n)107	38	(n) Including staging erection, painting and share of service works, contingencies, plant and general charges.
3,32,098	3,547	9,27,132	767	65	39	(o) Pier No. 2 . . . . 10′ below low-water. ,, ,, 3 . . . . 43′ ,, ,, ,, ,, 4 . . . . 48′ ,, ,, ,, ,, 5 . . . . 53′ ,, ,, ,, ,, 6 . . . . 20′ ,, ,, ,, ,, 1, 7 and 8 . . . above low-water.
2,24,622	2,526	7,54,678	507	109	40	
1,53,539	9,25,508	15,29,672	267	63	41	
3,10,388	1,32,724	8,22,103	227	28	42	
8,75,745	1,74,160	17,60,978	557	(p)	43	Has the rails above and the roadway below. (p) Included in the cost of girders.
10,86,000	6,73,430	27,75,868	728	62	44	
3,99,227	2,90,091	10,22,550	458	10	45	
32,55,035	1,45,329	49,04,771	929	47	46	Has a roadway on the same level as the rails, and a footway on each side, supported on cantilevers outside the girders.
6,88,392	1,21,837	11,36,495	477	42	47	Has a roadway on the same level as the rails.
...	...	(q) 14,83,750	837	...	48	(q) Including ₹22,618 charged to revenue, and ₹879 charged to capital, for the protection of piers. The cost is approximate.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge—*concluded.*)					Feet.	Feet.	Feet.	Feet.	Tons.	₹
East Coast State.	49	Kistna	17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000
East Coast State.	50	Rushu Kulya	1st Sept. 1895	10	150	1,598·00	70	23·00	1,437·25	3,33,096
East Coast State.	51	Penner	20th Dec. 1898	23 5	70·00 40·00	1,990·00	8·59 to 40·40	39·58 to 42·17	911·75	(*a*) 3,97,812
Great Indian Peninsula.	52	Kistna	9th Oct. 1873	36	100·00	3,855·00	(*b*) 9	48·67	2,556·00	(*c*)6,11,163
Great Indian Peninsula.	53	Tapti	12th Aug. 1872	5 28	138·00 59·00	2,556·00	15·96	60·33	2,392·00	(*d*)7,72,163
Great Indian Peninsula.	54	Nerbudda	8th Mar. 1870	5 6	137·00 40·00	1,052·00	4·60	81·33	525·00	4,06,032
Bombay, Baroda and Central India.	55	Nerbudda	Old 23rd June 1861 New. 16th May 1881	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
Bombay, Baroda and Central India.	56	Tapti	19th Nov. 1860	30	60·00	1,875·00	20	50·50	...	...
Madras.	57	Cheyer	Old 1st Sept. 1865 New. 1st May 1880	50	64·00	3,500·00	100	34·00	988·00	9,10,934
Madras.	58	Tungabhadra	16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,23,031
Madras.	59	Penner	Old May 1869 New. 1st Oct. 1889	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
Madras.	60	Chitravati	Old 1st Sept. 1868 New. 6th Mar. 1890	19	131·00	2,670·00	18 to 78	18·00	2,938·00	...
Madras.	61	Papaghni	Old Aug. 1866 New. 1st July 1892	20 15	64·00 131·00	1,410·00 2,110·00	... 52·50 to 62·00	... 15·00	... 2,391·00	... 5,93,030
South Behar (Luckeserai-(Gya.)	62	Phulgu	3rd July 1899	18 1	100·00 30·00	2,064·00	45·00	18·00	1,520·00	5,74,661
(Metre gauge.) Bengal and North-Western—Tirhoot section.	63	Gandak	25th Apl. 1887	8	250·00	2,176·00	80 to 90	40·46	2,495·00	6,07,433
Company's section.	64	Rapti	15th June 1886	9	150·00	1,445·00	86	41·00	1,145·70	4,93,956
Company's section.	65	Elgin	24th Dec. 1898	17	200·00	3,695·00	94 to bottom of well curbs.	28·50	4,199·00	6,51,137
Rajputana-Malwa.	66	Jumna (Agra)	1st Jan. 1876	16 6	133·00 23·00	2,272·00	70	31·66	2,551·40	3,92,886
Rajputana-Malwa.	67	Nerbudda	14th June 1877	14	183·00	(*q*)2,836·00	14	80·00	2,362·00	9,39,407
Rajputana-Malwa.	68	Jumna (Muttra)	15th Dec. 1884	7	150·00	1,146·00	71	27·00	1,309·00	3,06,341
Southern Mahratta.	69	Bhima	1st Aug. 1884	14	150·00	2,342·00	18·50	58·77	1,680·00	3,33,[illegible]
Southern Mahratta.	70	Kistna (Bijápur branch)	1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,[illegible]
Southern Mahratta.	71	Kistna (Poona branch)	2nd Feb. 1888	14	150·00	2,339·50	4·17	75·79	1,897·12	2,65,228
Southern Mahratta.	72	Hagari	4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
Southern Mahratta.	73	Dorabavi Viaduct	15th June 1890	1 2 1	250·00 150·00 66·50	670·00	...	(*t*)29·00 to 179·63	560·00	3,33,934
Guntakal-Mysore Frontier.	74	Peaner	1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,087·00	2,89,774
Assam-Bengal.	75	Barak	23rd Apl. 1899	8 1 1 1	60·00 276·00 250·00 224·00	1,364·00	(*v*)	70·21	1,107·00	4,72,410

N.B.—Bridges costing less than ₹6,00,000 each

No. 3—*concluded.*

large railway bridges in India—concluded.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
21,60,000	4,47,000	39,77,000	945	34	49	The cost of approaches, ₹5,23,272, has not been entered.
3,41,642	41,453	7,16,151	422	57	50	
1,83,921	40,208	6,21,941	321	30	51	(*a*) Including ₹10,485 on account of materials at site, and one well curb costing ₹9,795.
6,61,903	...	12,73,066	330	30	52	The girders are for a single line, and the piers for a double line. (*b*) Nine piers and two abutments are founded above low-water level. (*c*) Including ₹25,656, being the cost of other items not separately detailed.
7,90,175	64,910	16,27,248	611	71	53	Carries a double line. (*d*) Including ₹95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	54	The girders are for a single line, and the piers for a double line.
12,58,929	(*e*)5,12,368	(*f*) 40,92,297	764	49	55	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (*e*) Including some special items not separately detailed. (*f*) Excluding cost of the approaches.
...	...	(*g*) 12,13,452	647	...	56	(*g*) Including ₹5,948, being the cost of raising rail-level on up and down lines and ₹3,05,422 on account of the cost of the renewal of Warren girders with 60 feet plate girders.
1,95,689	...	(*h*) 12,45,464	356	...	57	(*h*) Including some special items not separately detailed, but excluding the cost of the old bridge, ₹4,06,293.
1,99,921	...	(*i*) 7,55,756	186	54	58	(*i*) Including some special items not separately detailed.
2,84,610	...	(*j*) 11,32,077	619	...	59	The cost does not include the expenditure incurred on the old bridge. ₹1,72,576. (*j*) Includes some special items not separately detailed.
3,85,833	...	(*j*) 13,58,194	509	...	60	The cost does not include the expenditure incurred on the old bridge, ₹3,54,705.
...	...	(*k*) 1,62,354	...	...	61	(*k*) Approximate. (*l*) Including superintendence and all charges after girders were unloaded from wagons.
3,63,332	38,568	9,94,930	453	(*l*) 12		
3,70,681	15,060	9,60,402*	458	25	62	Has the rails over girders. Pathway below formation, decked with corrugated sheets, girders hanging. * Approximate.
7,29,506	48,244	(*m*) 13,84,883	614	61	63	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (*m*) Excluding cost of viaduct, ₹1,40,505.
(*n*) 3,29,522	6,34,665	(*o*) 14,58,143	570	65	64	(*n*) Including cost of erection of girders, ₹74,543. (*o*) Including ₹28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
11,08,733	5,31,708	22,91,578	479	47	65	Has military block houses at either end and a roadway at rail level which is being adapted to artillery.
6,90,683	48,776	(*p*) 18,33,877	786	85	66	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (*p*) Including some special items not separately detailed.
4,42,205	777	(*r*) 18,73,925	660	106	67	Triangulated girders—designed to carry the rails above and a carriage road below. (*q*) Including two abutment spans. (*r*) Including some special items not separately detailed.
3,72,000	14,194	(*s*) 8,49,000	728	35	68	Has a combined road and railway on the same level. (*s*) Including some special items not separately detailed.
4,71,997	26,419	8,30,772	343	73	69	
7,48,444	47,852	11,39,641	322	74	70	
4,79,402	5,474	7,50,104	318	...	71	
1,21,173	...	7,63,905	319	...	72	
3,61,198	405	(*u*) 6,95,537	1,038	100	73	(*t*) The height is from ground to underside of girders. (*u*) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	345	40	74	
4,38,442	21,561	9,37,413	682	133	75	(*v*) South abutment 34·08′, North abutment 35·00′. Pier 1, 72·33′; Pier 2, 82·00′. Land spans above T. W. level 27·54′.

are not included in this statement.

STATEMENT

Cost and particulars of the important tunnels

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	½ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	₹
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 2′ too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nágpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortonk	Khodri (Kutni Branch)	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godhra-Ratlam-Nágdá.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,29,829
North-Western State (*Main line*).	6	Sohawa No. 1	Sohawa	Single	Standard	...	...	538½	...	538½	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	677½	...	677½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	722	...	722	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	401½	...	401½	(*c*) 1,55,540
North-Western State (*Sind-Pishin section*).	11	Gundakinduff	Midway between Bábar Kachh and Kóchálí.	Single	Standard	...	...	569½	...	569½	2,08,826
	12	Kóchálí, Lower	Kóchálí	Single	Standard	...	...	506	...	506	1,84,061
	13	Karez No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	14	Karez No. 2 Karez	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,227	...	...	...	1,227	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,087	...	1,087	4,12,344
North Western State (*Chaman extension*).	18	Khojak No. 18	Shelabagh	Double	Standard	...	...	12,870	...	12,870	(*d*)68,2
	19	No. 20	3½ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,24,027
	20	No. 23	6⅛ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N.B.—Tunnels under 660 feet in length, or costing less than

No. 4.

on the railways in India up to the 31st March 1900.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	Time taken to complete tunnel. To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
...	Not known	March 1856 (Work suspended	June 1861 during one year)	Quartz and slate (*a*) A foot-path has been laid and fenced off through the tunnel.	1
249	Not known	May 1879	6th Nov. 1893	All hard rock	2
528	1·75 years	January 1888	Sept. 1892	Very hard slaty rock with a great deal of water	3
210	1·00 year	14th March 1888	6th Dec. 1890	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
300	0·63 year	24th August 1892	7th April 1894	Northern 500 feet hard basalt; southern 265 feet hard rock, but composed of boulders liable to fall. This part has been lined. (*b*) Including R 17,000 for machinery.	5
(*c*) 311	0·50 year	November 1878	15th March 1880	Red clay and sandstone. War prices were paid owing to the Afghan war. Common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(*c*) 197	0·54 year	4th April 1881	15th Aug. 1882	Nummulitic limestone shaken with clay seams	7
(*c*) 267	.....	Not recorded		Treacherous shale	8
(*c*) 226	.....	Not recorded		Treacherous shale	9
(*c*) 387	.....	Not recorded		Treacherous shale (*c*) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about R230 per foot.	10
367	.....	1884	1886	Sandstone in hard and soft beds	11
364	.....	1884	1886	Soft sandstone with beds of soft earth	12
164	.....	.....	.....	Hard limestone. The frequent openings near the *roof*, as in some karezes, give the tunnel its name.	13
217	.....	.....	.....	Hard limestone	14
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but, owing to the difficulty of getting it out, it had to be arched over.	15
255	.....	.....	.....	Hard limestone	16
379	.....	.....	.....	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but, owing to the constant slips, etc., it was eventually covered in.	17
80	2·01 years	13th April 1889	September 1891	Lining practically completed on the 31st October 1894. Water bearing shales and layers of soft mud. The tunnel has been three-quarter lined throughout. (*d*) The cost of tunnel is R66,00,518, that of lining, Rs.25,601, and that of capital establishment, R671.	18
296	0·34 year	December 1888	June 1890	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius.	19
322	0·44 year	April 1889	November 1890	Through soft and hard water-bearing shales on 819 ft. radius	20

‡ lakhs of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	½ lined.	¾ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	£
North-Western State (*Mushkaf-Bolan section*).	21	No. 2	Mushkaf	Double	Standard	...	...	650	...	650	1,70,662
	22	No. 7	Ocepur	Double	Standard	...	528	211	...	739	2,16,787
	23	Panir No. 9	Panir	Double	Standard	...	523	2,695	...	3,218	12,81,710
	24	Seetal No. 12	Peshi	Double	Standard	...	...	1,035	...	1,035	2,96,510
	25	Cascade No. 14	Dózán	Double	Standard	...	189	353	...	542	1,66,830
North Western State (*Mari-Attock section*).	26	No. 1	Jalhar	Single	Standard	104	...	...	1,076	1,180	2,49,142
	27	,, 2		Single	Standard	...	...	...	854	854	1,81,423
	28	,, 3		Single	Standard	104	...	...	1,671	1,775	3,41,143
	29	,, 4		Single	Standard	288	...	...	842	1,130	2,01,614
	30	,, 5		Single	Standard	...	...	...	1,614	1,614	2,91,054
	31	,, 6		Single	Standard	...	...	...	1,897	1,897	3,65,897
	32	,, 9	Chhab	Single	Standard	...	...	...	1,300	1,300	2,60,793
Great Indian Peninsula.	33	Thull Ghât No. 2	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	34	Thull Ghât No. 4	Kására	Double	Standard	628	...	85	...	713	1,15,170
	35	Thull Ghât No. 7	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	36	Thull Ghât No. 8	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	37	Thull Ghât No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,605
	38	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	39	Bhore Ghât No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	40	Bhore Ghât No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	41	Bhore Ghât No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	42	Bhore Ghât No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	43	Bhore Ghât No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	44	Bhore Ghât No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	45	Bhore Ghât No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	46	Mhow Ghâts No. 1	Pátal Páni to Kálakhund.	Single	Metre	...	...	279½	...	279½	53,815
	47	Mhow Ghâts No. 2				305½	...	60½	...	365½	42,120
	48	Mhow Ghâts No. 3				...	...	344½	...	344½	1,94,925
	49	Mhow Ghâts No. 4				...	...	622½	...	622½	1,25,190
Southern Mahratta.	50	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	51	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,6[illegible]
	52	No. 2	Álandi	Single	Metre	630	...	...	...	630	1[illegible]
	53	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,4[illegible]
Assam-Bengal.	54	No. 1 (Division 8, Section II.)	Between Bihara and Damchara.	Single	Metre	...	...	...	671	671	3,61,414
	55	No. 2 Durgacherra (Division 8, Section II.)	Damchara	Single	Metre	...	...	....	427	427	3,34,439
	56	No. 3, (Division 8, Section II.)	Between Damchara and Harangajao.	Single	Metre	...	...	...	457	457	2,19,204

N.B.—Tunnels under 660 feet in length, or costing less than

No. 4—*concluded.*

tunnels on the railways in India—concluded.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
263	0·25 year	October 1893	June 1895	Through clay and sandstone bands on the straight	21
293	0·25 year	November 1893	March 1895	Though conglomerate: 354 feet on 4° curve and the rest straight	22
398	0·81 year	November 1892	May 1895	Through nummulitic limestone of varying degrees of hardness on the straight	23
286	0·63 year	March 1893	September 1895	Through clay and conglomerate bands, 1,000 feet straight and the rest on 3° curve	24
308	0·37 year	August 1892	November 1894	Through hard limestone on the straight	25
211	2 years	1891	1897	Lime and sandstone, also shale	26
212	2 years	1891	1896	Lime and sandstone, also shale	27
192	2 years	1891	1897	Lime and sandstone, also shale	28
178	2 years	1891	1896	Lime and sandstone, also shale	29
180	2 years	1891	1897	Lime and sandstone, also shale	30
193	2 years	1891	1897	Lime and sandstone, also shale	31
201	2 years	1896	1898	Sandstone; red clay and shale	32
240	4·75 years	February 1858	March 1864	Loose rock	33
162	3·58 years	December 1860	July 1864	Rock	34
121	4·08 years	March 1859	May 1864	Rock	35
122	5·08 years	July 1859	August 1864	Rock	36
122	3·17 years	February 1859	September 1863	Broken rock	37
237	...	About 6 years.		Hard rock with fissures	38
127	5·17 years	January 1857	December 1862	Trap rock	39
133	...	...	October 1862	Trap rock	40
132	5·25 years	October 1856	December 1862	Trap rock	41
133	5·08 years	October 1856	December 1862	Trap rock	42
136	4·25 years	May 1856	June 1862	Trap rock	43
273	4·00 years	August 1856	February 1862	Trap rock	44
147	3·75 years	January 1857	March 1861	Trap rock	45
392	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but, owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	46
115					47
565					48
201					49
772	About 2 years	April 1883	October 1889	Loam	50
732	About 3 years	April 1883	October 1889	Loam	51
244	About 2 years	1884	1886	Black trap rock	52
289	About 2½ years	1884	1890	Limestone rock	53
539	0·67 year	1st January 1895	December 1898	Through hard sand interspersed with shale with occasional seams of clayey ground and laterite. The tunnel is timbered on the English system with 4 to 6 drawing bars.	54
783	1 year	February 1895	December 1898	Laminated shale throughout	55
480	0·31 year	October 1893	December 1899	Through loose laminated sandstone. Rock throughout. Except for the faces which are of stone masonry. The lining is of cement concrete averaging 21 inches thick with semi-circular arch and straight side walls.	56

1½ lakhs of rupees each, are not included in this statement.

CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1898 AND 1899.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways, and their percentages on gross earnings, which (excluding steam-boat service) were R29,34,74,948† in 1899, compared with R27,29,22,086* in 1898:

1898.	Working expenses.	Per cent. on gross earnings.	1899.	Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance	3,14,58,779	11·53	Maintenance	3,42,40,211	11·67
Locomotive	4,29,16,595	15·72	Locomotive	4,70,80,087	16·04
Carriage and wagon	1,33,49,615	4·89	Carriage and wagon	1,33,99,944	4·57
Traffic	2,20,37,687	8·07	Traffic	2,31,31,990	7·88
General	‡1,35,73,254	4·97	General	‡1,41,60,868	4·83
Miscellaneous	§49,19,065	1·80	Miscellaneous	§54,44,155	1·85
TOTAL	‖12,87,04,893	47·16	TOTAL	**13,79,00,923	46·99

For the different gauges separately, the figures were on the standard gauge lines:

1898.	Working expenses.	Per cent. on gross earnings.	1899.	Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance	2,25,20,492	10·96	Maintenance	2,47,21,677	11·40
Locomotive	3,18,85,261	15·52	Locomotive	3,46,86,446	15·99
Carriage and wagon	1,03,56,357	5·04	Carriage and wagon	1,02,55,320	4·73
Traffic	1,58,22,810	7·70	Traffic	1,67,33,170	7·72
General	‡85,31,871	4·15	General	‡90,04,816	4·15
Miscellaneous	§39,22,739	1·91	Miscellaneous	§40,41,270	1·86
TOTAL	**9,34,84,030	45·49	TOTAL	**9,98,86,358	46·06

For the metre gauge lines:

1898.	Working expenses.	Per cent. on gross earnings.	1899.	Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance	85,24,232	13·04	Maintenance	91,36,886	12·39
Locomotive	1,05,80,288	16·19	Locomotive	1,19,84,708	16·13
Carriage and wagon	28,70,719	4·39	Carriage and wagon	29,91,202	4·03
Traffic	59,52,379	9·12	Traffic	60,95,162	8·20
General	47,99,291	7·34	General	49,04,395	6·60
Miscellaneous	9,64,363	1·48	Miscellaneous	13,71,561	1·85
TOTAL	*3,36,95,670	51·55	TOTAL	†3,64,83,914	49·11

* Excluding the West of India Portuguese, Pondicherry and Káraikkal-Peralam railways.
† Excluding the Segowlie-Raxaul, West of India Portuguese, Pondicherry and Káraikkal-Peralam railways.
‡ Including expenditure incurred direct by the State on State lines leased to companies.
§ Including one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway, R39,615 for 1898 and R38,123 for 1899.
‖ Including R3,447, being the working expenses of the Mymensingh-Jamalpur-Jagannathganj railway for the second-half of 1898, and R951, being working expenses of the Dhángadra railway for the first-half of 1898, not included under any of the above heads.
** Including R4,45,500 for 1898, and R4,43,659 for 1899, paid by the Great Indian Peninsula railway, as rent of leased lines, not included under any of the above heads.

On the special gauge lines :

1898			1899.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	4,14,055	20·05	Maintenance	3,81,648	16·61
Locomotive	4,51,046	21·84	Locomotive	4,08,933	17·80
Carriage and wagon	1,22,539	5·93	Carriage and wagon	1,53,422	6 68
Traffic	2,63,498	12·76	Traffic	3,03,667	13·22
General	2,42,092	11·72	General	2,51,657	10·95
Miscellaneous	31,963	1·55	Miscellaneous	31,324	1·36
TOTAL	15,25,193	73·84	TOTAL	15,30,651	66·62

2. In appendix A to this report will be found full details, by half-years, of the working expenses on Indian railways for 1899. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1898, on an annual basis :

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3. During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,47,21,680* or an average rate of ₹1,868 per mean mile maintained on the total mean mileage (miles 13,230·94) of these lines; while in 1898 the expenses were, on the standard gauge lines, ₹2,25,20,496,* giving an average of ₹1,870 per mean mile maintained on a total mean mileage of 12,044·91 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

4. Similarly, on the metre gauge lines† the total expenses on maintenance of way, works and stations amounted to ₹91,36,882,‡ averaging ₹1,048 per mean mile maintained on the total mean mileage (miles 8,717·71)‡ of these lines; the corresponding expenses in 1898 on metre gauge lines amounted to ₹85,24,231, or an average of ₹1,010 per mean mile maintained on a total mean mileage of 8,442·43 miles.

5. On the standard gauge lines the cost of maintenance per mile of track, including sidings, is compared in the following table :

Classification number.	Railway.	1898.		1899.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
I	East Indian, including—	32·62	1,544	33·65	1,874
XX	Delhi-Umballa-Kalka	7·80		8·80	
XXI	Tarkessur	14·00		15·00	
XXII	South Behar (Luckeesetai-Gya)§	...		0·50	
II	Bengal Central	15·20	1,122	16·20	1,226
III	Bengal-Nagpur	8·34	927	8·57	979

* Including the Cawnpore-Burhwal railway (metre gauge link).
† Excluding the Segowlie-Raxaul, West of India Portuguese, Pondicherry, Karaikkal-Peralam and Cawnpore-Burhwal (metre gauge link) railways.
‡ Including the Brahmaputra-Sultanpur railway for the second-half of 1899 only, as the line was maintained at the cost of capital during the first-half of the year.
§ Opened for traffic during 1899.

Maintenance expenses per mile of track, including sidings (standard gauge)—concluded.

Classification number.	Railway.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.	1899. Mean age of line.	1899. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
IV	Indian Midland, including—	10·52		10·63	
V & XXX	Bhopal-Itársi	14·54	707	15·54	791
XXVII	Bína-Goona-Bárán	4·00		2·79	
XXIX	Bhopal-Ujjain	4·00		5·00	
XI	North Western State, including—	17·66		17·85	
XII	Hyderabad-Shadipalli	6·37		7·37	
XXIII	Southern Punjab (Delhi-Sámasata)	2·00	1,536	2·88	1,237
XXXVI	Rájpura-Bhátinda	9·94		10·02	
XXXVII	Jammu and Kashmir	8·80		9·80	
XIII	Oudh and Rohilkhand State*	16·79	1,119	17·82	1,142
XIV	Eastern Bengal State	27·50	1,733	28·02	2,720
XV	Calcutta Port Commissioners'	17·09	1,756	18·09	1,487
XVI	East Coast State	4·53	822	5·27	773
XVII	Great Indian Peninsula, including—	34·33		35·33	
VII	Wardha Coal	22·66		23·66	
VIII	Dhond-Manmád	20·74	1,782	21·74	1,817
XXVI	Khámgaon	28·83		29·83	
XXVII	Amráoti	27·83		28·87	
XVIII	Bombay, Baroda and Central India, including—	32·34		33·34	
VI	Godhra-Rutlam-Nágdá	4·73		5·73	
XXV	Tápti Valley	0·08	2,179	0·79	2,336
XXXII	Nágdá-Ujjain	2·47		3·47	
XXXIII	The Gaekwar's Petlád	8·66		9·66	
XIX	Madras, including—	34·70		35·57	
XXXIV	Kolar Gold-fields	4·59	1,221	5·59	1,149
XXXI	The Nizam's Guaranteed State, including—	16·02		17·02	
IX	Bezwada extension (East Coast State)	9·89	1,186	10·89	1,202

The expenses on permanent-way per mile of track, including sidings, compare as follows:

Classification number.	Railway.	1898.	1899.
		₹	₹
I	East Indian, including—		
XX	Delhi-Umballa-Kalka		
XXI	Tarkessur	799	926
XXII	South Behar (Luckeeserai-Gya)		
II	Bengal Central	727	861
III	Bengal-Nágpur	558	600
IV	Indian Midland, including—		
V & XXX	Bhopal-Itársi		
XXVIII	Bína-Goona Bárán	433	469
XXIX	Bhopal-Ujjain		

* Including the Cawnpore-Barhwal (metre gauge link).

Expenses on permanent-way per mile of track, including sidings (standard gauge)—concluded.

Classification number.	Railway.	1898.	1899.
		₹	₹
XI	North Western State, including—		
XII	Hyderabad-Shadipalli.		
XXIII	Southern Punjab (Delhi-Samásata)	777	530
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State*	488	571
XIV	Eastern Bengal State	†973	†1,278
XV	Calcutta Port Commissioners'	971	718
XVI	East Coast State	403	405
XVII	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	832	853
XXVI	Khámgaon		
XXVII	Amráoti		
XVIII	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá		
XXV	Tápti Valley	†1,169	†1,180
XXXII	Nágdá-Ujjain		
XXXIII	The Gaekwar's Petlád		
XIX	Madras, including—	556	463
XXXIV	Kolar Gold-fields		
XXXI	The Nizam's Guaranteed State, including—	487	521
IX	Bezwada extension (East Coast State)		

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track, including sidings, was :

Classification number.	Railway.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.	1899. Mean age of line.	1899. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XXXIX	Bengal and North-Western—				
	Tirhoot section	14·87	791	15·87	992
	Company's section	9·73		8·68	
XLI	Rajputana-Malwa, including—	19·30	943	20·32	1,274
XLII	Pálanpur-Deesa	5·15		6·15	
LXI	Ahmedabad-Paránt[illegible]	1·53		2·53	
LXIII	The Gaekwar's Mehsána	8·82		9·82	
XLIII	Southern Mahratta, including—	12·42	694	13·42	694
XLIV	Guntakal-Mysore frontier	6·13		7·13	
XLV	Mysore section (Southern Mahratta)	12·78		13·78	
LXV	Kolhápur	7·70		8·70	
LXVI	Yesvantpur-Mysore frontier	5·59		6·59	
LXVII	Mysore-Nanjangúd	7·08		7·82	
XLVI	South Indian, including—	18·54	741	19·33	661
XLVII	Máyavaram-Mutupet				
LXXIX	Pondicherry				
LXXX	Káraikkal-Peralam				
XLVIII	Assam-Bengal	2·81	1,835	3·61	904

* Including the Cawnpore-Burhwal (metre gauge link).
† Approximate figures.

Maintenance expenses per mile of track, including sidings (metre gauge) —concluded.

Classification number.	Railway.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.	1899. Mean age of line.	1899. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XLIX	Burma	10·73	1,182	11·06	1,124
L	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	15·76	1,109	16·76	1,088
	Dacca section	13·48		14·48	
LIII	Deoghur	15·88	882	16·88	915
LIV	Brahmaputra-Sultanpur	...	...	0·75	*91
LV	Mymensingh-Jamalpur-Jagannathganj	0·21	†	1·40	299
LVI	Rohilkund and Kumaon, including—	14·25	627	15·25	755
XLI	Lucknow-Bareilly section	10·16		11·16	
LVIII	Bengal Dooars	5·74	835	6·74	618
LIX	Dibru-Sadiya, including—				
LX	Ledo and Tikak-Margherita colliery	14·99	2,872	15·99	1,609
LXII	Nilgiri	...	...	0·55	2,309
LXXII	Jodhpur-Bikaner—				
	Jodhpur section	9·38	536	8·84	619
	Bikaner section	3·88	208	4·63	218
LXXIII	Udaipur-Chitor	3·96	444	4·52	351
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—	14·41	610	15·41	553
LXXV	Jetalsar-Rájkot	5·72		6·72	
LXXVI	Jámnagar	1·73		2·73	
LXXVII	Dhrángadra	0·59		1·59	

The expenses on permanent-way per mile of track, including sidings, compare as follows:

Classification number.	Railway.	1898.	1899.
		₹	₹
XXXIX	Bengal and North-Western—		
	Tirhoot section	389	454
	Company's section		
XLI	Rajputana-Malwa, including—		
XLII	Pálanpur-Deesa	608‡	823‡
LXI	Ahmedabad-Parántij		
LXIII	The Gaekwar's Mehsána		
XLIII	Southern Mahratta, including—		
XLIV	Guntakal-Mysore frontier		
XLV	Mysore section (Southern Mahratta)	335	337
LXV	Kolhápur		
LXVI	Yesvantpur-Mysore frontier		
LXVII	Mysore-Nanjangúd		
XLVI	South Indian, including—		
XLVII	Máyavaram-Mutupet	459	480
LXXIX	Pondicherry		
LXXX	Káraikkal-Peralam		
XLVIII	Assam-Bengal	557	407
XLIX	Burma	633	580
L	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	560‡	591‡
	Dacca section		

* For the second-half of the year only, as the line was maintained at the cost of capital during the first-half.
† Information not available.
‡ Approximate figures.

Expenses on permanent-way per mile of track, including sidings (metre gauge) —concluded.

Classification number.	Railway.	1898.	1899.
LVI	Rohilkund and Kumaon, including—	307	412
XLI	Lucknow-Bareilly section		
LVIII	Bengal Dooars	324	373
LIX	Dibru-Sadiya	2,123	652
LXII	Nilgirí	...	1,124
LXXII	Jodhpur-Bikaner—		
	Jodhpur section	480	557
	Bikaner section	172	194
LXXIII	Udaipur-Chitor	326	259
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—	365	348
LXXV	Jetalsar-Rájkot		
LXXVI	Jámnagar		
LXXVII	Dhrángadra		

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1898.		1899.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
I	East Indian, including—	2,681,534	0·86	2,800,265	0·98
XX	Delhi-Umballa-Kalka				
XXI	Tarkessur				
XXII	South Behar (Luckeeserai-Gya)				
II	Bengal Central	663,907	1·99	688,705	1·88
III	Bengal-Nágpur	712,609	1·45	781,372	1·39
IV	Indian Midland, including—	637,708	1·22	680,443	1·27
V & XXX	Bhopal-Itársi				
XXVIII	Bina-Goona-Bárán				
XXIX	Bhopal-Ujjain				
XI	North Western State, including—	1,029,403	1·68	1,004,950	1·54
XII	Hyderabad-Shadipalli				
XXIII	Southern Punjab (Delhi-Samásata)				
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State*	823,980	1·52	910,351	1·41
XIV	Eastern Bengal State	2,404,503	1·33	2,420,288	2·12
XVI	East Coast State	528,872	1·77	587,723	1·51
XVII	Great Indian Peninsula, including—	1,935,614	1·38	1,963,995	1·39
VII	Wardha Coal				
VIII	Dhond-Manmád				
XXVI	Khamgáon				
XXVII	Amráoti				
XVIII	Bombay, Baroda and Central India, including—	1,629,842	1·87	1,671,838	1·93
VI	Godhra-Rutlam-Nágdá				
XXV	Tápti Valley				
XXXII	Nágdá-Ujjain				
XXXIII	The Gaekwar's Petlád				

* Including the Cawnpore-Burhwal (metre gauge link).

Maintenance expenses per 1,000 gross ton-miles (standard gauge)—concluded.

Classification number.	Railway.	1898. Ton-mileage per mean mile worked.	1898. Cost of maintenance per 1,000 gross ton-miles.	1899. Ton-mileage per mean mile worked.	1899. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
XIX XXXIV	Madras, including— Kolar Gold-fields	886,836	1·68	901,359	1·56
XXXI IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State).	1,048,177	1·25	1,065,845	1·25

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

8. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic were:

Classification number.	Railway.	1898. Ton-mileage per mean mile worked.	1898. Cost of maintenance per 1,000 gross ton-miles.	1899. Ton-mileage per mean mile worked.	1899. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
XXXIX	Bengal and North-Western—				
	Tirhoot section	484,111	1·83	511,303	1·91
	Company's section				
XLI	Rajputana-Malwa, including—				
XLII	Pálanpur-Deesa				
LXI	Ahmedabad-Paránt(j	707,448	1·53	831,016	1·78
LXIII	The Gaekwar's Mehsána				
XLIII	Southern Mahratta, including—				
XLIV	Guntakal-Mysore frontier				
XLV	Mysore section (Southern Mahratta)				
LXV	Kolhápur	321,682	2·37	355,063	2·15
LXVI	Yesvantpur-Mysore frontier				
LXVII	Mysore-Nanjangúd				
XLVI	South Indian, including—				
XLVII	Máyavaram-Mutupet				
LXXX	Pondicherry	494,946	1·68	488,677	1·52
LXXXI	Káraikkal-Peralam				
XLVIII	Assam-Bengal	374,981	5·52	375,637	2·74
XLIX	Burma	604,220	2·27	608,090	2·16
L	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dhardla, 2' 6" gauge, branch)	557,209	2·34	616,532	2·10
	Dacca section				
LVI	Rohilkund and Kumaon, including—				
XL	Lucknow-Bareilly section	326,664	2·06	348,738	2·33
LXXII	Jodhpur-Bikaner—				
	Jodhpur section	210,934	2·62	287,931	2·21
	Bikaner section	118,830	1·79	123,149	1·80
LXXIII	Udaipur-Chitor	125,150	3·79	160,679	2·32
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—				
LXXV	Jetalsar-Rájkot	213,768	3·07	225,548	2·65
LXXVI	Jámnagar				
LXXVII	Dhrángadra				

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines* open for traffic amounted to ₹3,46,43,875 on a train-mileage of 52,955,921, giving an average cost of 10·47 annas per train-mile, while in 1898 the expenditure on standard gauge lines * was ₹3,18,37,308 on a train-mileage of 50,090,041, or an average of 10·17 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines † open for traffic during the year the total locomotive expenses were ₹1,19,99,434, the train-mileage 23,351,795, and the average cost per train-mile 8·22 annas; corresponding figures for the metre gauge lines† open for traffic in 1898 being, total locomotive expenses ₹1,05,91,103, train-mileage 21,371,442, and average cost per train-mile 7·93 annas.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Classification number.	Railway.	1898.				1899.			
		Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	Average cost of fuel per ton. ‡	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.	Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	Average cost of fuel per ton. ‡	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
I	East Indian, including—								
XX	Delhi-Umbalta-Kalka	60·92	2·02	7,248	6·74	62·37	2·06	7,514	6·86
XXI	Tarkessur								
XXII	South Behar (Luckeeserai-Gya)§								
H	Bengal Central	46·65	6·04	3,019	5·10	40·47	6·24	2,953	5·86
III	Bengal-Nágpur	47·64	3·04	2,109	8·32	52·32	3·42	2,023	8·23
IV	Indian Midland, including—								
V & XXX	Bhopal-Itársi	46·97	8·36	1,946	11·43	56·43	7·44	2,060	11·77
XXVIII	Bína-Goona-Bárán								
XXIX	Bhopal-Ujjain								
XI	North-Western State, including—								
XII	Hyderabad-Shadipalli								
XXIII	Southern Punjab (Delhi-Sámasata)	46·19	12·50	3,108	11·80	46·69	13·61	2,937	12·58
XXXVI	Rájpura-Bhátinda								
XXXVII	Jammu and Kashmir								
XIII	Oudh and Rohilkhand State	40·70	10·18	2,906	7·82	49·40	9·62	3,225	6·63
XIV	Eastern Bengal State	44·73	4·79‖	7,598	6·57	46·20	5·02‖	7,511	7·25
XVI	East Coast State	44·84	7·42	1,710	11·52	46·36	7·32‖	1,894	9·66
XVII	Great Indian Peninsula, including—								
VII	Wardha Coal								
VIII	Dhond-Manmád	44·66	8·64	6,336	12·65	47·17	8·78	6,339	13·25
XXVI	Khámgaon								
XXVII	Amráoti								
XVIII	Bombay, Baroda and Central India, including—								
VI	Godhra-Ratlam-Nágdá	60·95	14·49‖	4,213	16·49	57·84	16·94‖	4,354	16·80
XXV	Tapti Valley								
XXXII	Nágdá-Ujjain								
XXXIII	The Gaekwar's Petlád								
XIX	Madras, including—								
XXXIV	Kolar Gold-fields	50·65	13·91	3,032	12·69	52·38	13·31	3,148	14·27
XXXI	The Nizam's Guaranteed State, including—								
IX	Bezwada extension (East Coast State)	64·25	4·60	2,674	8·47	59·17	4·60	2,688	9·12

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the Segowlie-Raxaul and West of India Portuguese railways.
‡ Calculated on actual weight.
§ Opened for traffic during 1899.
‖ Approximate figures.

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile were:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1898. Average cost of fuel per ton. *	1898. Train-mileage per mean mile worked.	1898. Locomotive expenses per train-mile.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1899. Average cost of fuel per ton. *	1899. Train-mileage per mean mile worked.	1899. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XXXIX	Bengal and North-Western, including—								
	Tirhoot section	29·46	5·92	2,560	4·09	33·13	6·42	2,694	4·67
	Company's section								
XLI	Rajputana-Malwa, including—								
XLII	Pálanpur-Deesa								
LXI	Ahmedabad-Parántij	32·45	15·55‡	3,205	9·18	35·61	16·65‡	3,561	9·70
LXIII	The Gaekwar's Mehsána								
XLIII	Southern Mahratta, including—								
XLIV	Guntakal-Mysore frontier								
XLV	Mysore section (Southern Mahratta)								
LXV	Kolhápur	34·49	8·06	1,740	9·08	34·45	8·27	1,851	9·14
LXVI	Yesvantpur-Mysore frontier								
LXVII	Mysore-Nanjangúd								
LXVIII	Birur-Shimoga†								
XLVI	South Indian, including—								
XLVII	Máyávaram-Mutupet	31·31	13·07	3,133	8·09	30·11	13·00	3,087	8·38
LXXX	Pondicherry								
LXXXI	Káraikkal-Peralam								
XLVIII	Assam-Bengal	36·84	7·17	1,591	6·96	32·96	9·53	1,478	5·66
XLIX	Burma	36·48	10·86	3,156	9·11	39·34	12·19	3,122	9·89
L	Eastern Bengal State, including—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gage, branch)								
	Dacca section	27·80	5·75‡	3,109	5·52	27·52	5·98‡	3,212	5·21
LIV	Brahmaputra-Sultanpur†								
LV	Mymensingh-Jamalpur-Jagannathganj								
LIII	Deoghur	42·73	3·00	3,207	9·96	45·40	5·00	3,039	9·20
LVI	Rohilkund and Kumaon, including—	24·11	8·85	1,824	4·76	23·62	8·28	2,066	4·86
XL	Lucknow-Bareilly section								
LVIII	Bengal Dooars	39·13	12·95	1,282	8·76	54·32	11·67	1,076	10·47
LIX	Dibru-Sadiya, including—	47·87	8·50	2,572	6·89	55·25	8·50	2,779	7·15
LX	Ledo and Tikak-Margherita Colliery								
LXII	Nilgiri†	...	...	...	...	115·17	13·32	2,762	8·61
LXIV	Hyderabad Gódávari Valley†	...	...	...	...	40·10	16·20	876	9·93
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	29·48	20·39	1,099	7·61	36·74	21·11	1,384	8·89
	Bikaner section	26·33	20·37	848	7·05	21·63	21·16	861	5·32
LXXIII	Udaipur-Chitor	27·31	23·95	764	8·56	31·90	25·26	810	10·20
LXXIV	Bhávnagar-Gondal-Junágad-Porbándar, including—								
LXXV	Jetalsar-Rájkot	31·30	20·57	1,322	9·35	29·34	22·45	1,350	9·23
LXXVI	Jámnagar								
LXXVII	Dhrángadra								

Locomotive expenses per 1,000 gross ton-miles (standard gauge).

13. The locomotive expenses, on the standard gauge lines, based on the cost per 1,000 gross ton-miles hauled, give the following results:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
I	East Indian, including—						
XX	Delhi-Umballa-Kalka						
XXI	Tarkessur	164·68	2,681,534	1·14	167·41	2,800,365	1·15
XXII	South Behar (Luckeeserai-Gya.)†						
II	Bengal Central	212·09	663,901	1·45	173·55	688,705	1·57
III	Bengal-Nágpur	141·00	712,609	1·54	135·46	781,372	1·33

* Calculated on actual weight.
† Opened for traffic during 1899.
‡ Approximate figures.

Locomotive expenses per 1,000 gross ton-miles (standard gauge)—concluded.

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	*R*	lbs.	Miles.	*R*
IV	Indian Midland, including—						
V & XXX	Bhopal-Itársi	142·67	637,708	2·18	170·82	680,443	2·23
XXVIII	Bína-Goona-Bárán						
XXIX	Bhopal-Ujjain						
XI	North Western State, including—						
XII	Hyderabad-Shadipalli						
XXIII	Southern Punjab (Delhi-Samásata)	132·93	1,080,070	2·12	136·36	1,005,577	2·30
XXXVI	Rájpura-Bhátinda						
XXXVII	Jammu and Kashmir						
XIII	Oudh and Rohilkhand State	132·05*	823,980†	1·59*	132·04*	910,351†	1·35*
XIV	Eastern Bengal State	141·34	2,404,503	1·30	143·37	2,420,288	1·41
XVI	East Coast State	145·00	528,872	2·33	149·74	586,407	1·95
XVII	Great Indian Peninsula, including—						
VII	Wardha Coal						
VIII	Dhond-Manmád	146·19	1,935,614	2·59	152·27	1,963,995	2·67
XXVI	Khámgaon						
XXVII	Amráoti						
XVIII	Bombay, Baroda and Central India, including—						
VI	Godhra-Rutlam-Nágdá						
XXV	Tapti Valley	157·55	1,629,842	2·66	150·63	1,671,838	2·73
XXXII	Nágdá-Ujjain						
XXXIII	The Gaekwar's Petlád						
XIX	Madras, including—	173·18	886,836	2·71	182·94	901,359	3·12
XXXIV	Kolar Gold-fields						
XXXI	The Nizam's Guaranteed State, including—	165·91	1,048,177	1·35	149·22	1,065,845	1·44
IX	Bezwada extension (East Coast State)						

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	*R*	lbs.	Miles.	*R*
XXXIX	Bengal and North-Western—						
	Tirhoot section	155·82	484,111	1·35	174·52	511,303	1·54
	Company's section						
XLI	Rajputana-Malwa, including—						
XLII	Pálanpur-Deesa	147·00	707,448	2·60	152·60	831,016	2·60
LXI	Ahmedabad-Parántij						
LXIII	The Gaekwar's Mehsána						
XLIII	Southern Mahratta, including—						
XLIV	Guntakal-Mysore frontier						
XLV	Mysore section (Southern Mahratta)						
LXV	Kolhápur	186·60	321,682	3·07	179·66	355,063	2·98
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						
LXVIII	Birur-Shimoga ‡						

* Calculated on the gross ton-mileage of both the Oudh and Rohilkhand and Cawnpore-Burhwal (metre gauge link) railways.
† Including the Cawnpore-Burhwal (metre gauge link).
‡ Opened for traffic during 1899.

Locomotive expenses per 1,000 gross ton-miles (metre gauge)—concluded.

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
XLVI	South Indian, including—						
XLVII	Máyavaram-Mutupet	198·68	494,946	3·21	190·22	488,677	3·31
LXXX	Pondicherry						
LXXXI	Káraikkal-Peralam						
XLVIII	Assam-Bengal	156·35	374,981	1·84	129·72	375,636	1·68
XLIX	Burma	190·62	604,220	2·37	202·01	608,090	3·17
L	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	155·12	557,209	1·92	150·51	616,567	1·82
	Dacca section						
LVI	Rohilkund and Kumaon, including—						
XL	Lucknow-Bareilly section	134·64	326,664	1·66	139·92	348,738	1·80
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	153·64	210,934	2·48	176·64	287,931	2·67
	Bikaner section	187·92	118,830	3·15	150·91	123,449	2·32
LXXIII	Udaipur-Chitor	166·69	125,150	3·26	160·84	160,679	3·22
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—						
LXXV	Jetalsar-Rájkot	192·43	215,089	3·59	174·88	226,525	3·44
LXXVI	Jámnagar						
LXXVII	Dhrángadra						

Locomotive expenses: cost of fuel.

15. The average prices of fuel per ton varying—as will be noticed from the foregoing paragraphs—from ₹2·02 on the East Indian railway to ₹23·95 on the Udaipur-Chitor railway in 1898 and from ₹2·06 on the East Indian railway to ₹25·26 on the Udaipur-Chitor railway in 1899, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, as in the following tables:

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Classification number.	Railway.	1898.	1899.
		₹	₹
I	East Indian, including—		
XX	Delhi-Umballa-Kalka		
XXI	Tarkessur	0·99	1·00
XXII	South Behar (Luckeeserai-Gya)*		
II	Bengal Central	0·73	0·97
III	Bengal-Nágpur	1·32	1·16
IV	Indian Midland, including—		
V & XXX	Bhopal-Itársi	1·44	1·45
XXVIII	Bina-Goona-Bárán		
XXIX	Bhopal-Ujjain		

* Opened for traffic during 1899.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge) —concluded.

Classification number.	Railway.	1898.	1899.
		£	£
XI	North Western State, including—		
XII	Hyderabad-Shadipalli		
XXIII	Southern Punjab (Delhi-Samásata)	1·30	1·37
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State	0·99*	0·77*
XIV	Eastern Bengal State	0·89 †	0·97†
XVI	East Coast State	1·76	1·36
XVII	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	1·85	1·89
XXVI	Khámgaon		
XXVII	Amráoti		
XVIII	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá		
XXV	Tápti Valley	1·63 †	1·61 †
XXXII	Nágdá-Ujjain		
XXXIII	The Gaekwar's Petlád		
XIX	Madras, including—	1·51	1·87
XXXIV	Kolar Gold-fields		
XXXI	The Nizam's Guaranteed State, including—	0·98	1·10
IX	Bezwada extension (East Coast State)		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines were:

Classification number.	Railway.	1898.	1899.
		£	£
XXXIX	Bengal and North-Western—		
	Tirhoot section	0·94	1·00
	Company's section		
XLI	Rajputana-Malwa, including—		
XLII	Pálanpur-Deesa		
LXI	Ahmedabad-Parántij	1·58†	1·47†
LXIII	The Gaekwar's Meshána		
XLIII	Southern Mahratta, including—		
XLIV	Guntakal-Mysore frontier		
XLV	Mysore section (Southern Mahratta)		
LXV	Kolhápur	2·31	2·22
LXVI	Yesvantpur-Mysore frontier		
LXVII	Mysore-Nanjangúd		
LXVIII	Birur-Shimoga‡		
XLVI	South Indian, including—		
XLVII	Máyavaram-Mutupet		
LXXX	Pondicherry	1·91	2·01
LXXXI	Káraikkal-Peralam		
XLVIII	Assam-Bengal	1·29	1·07
XLIX	Burma	1·97	1·94
L	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	1·41 †	1·30 †
	Dacca section		
LVI	Rohilkund and Kumaon, including—	1·13	1·28
XL	Lucknow-Bareilly section		
LXXII	Jodhpur-Bikaner—		
	Jodhpur section	1·08	1·01
	Bikaner section	1·44	0·90
LXXIII	Udaipur-Chitor	1·23	1·34
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—		
LXXV	Jetalsar-Rájkot		
LXXVI	Jámnagar	1·90	1·83
LXXVII	Dhrángadra		

* Calculated on the gross ton-mileage of both the Oudh and Rohilkhand and Cawnpore-Burhwal (metre gauge link, railways.
† Approximate figures.
‡ Opened for traffic during 1899.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the cost per 1,000 home vehicle-miles, are shown in the following table:

Classification number.	Railway.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.	1899. Total vehicle-mileage.	1899. Average mileage per coaching vehicle.	1899. Average mileage per goods vehicle.	1899. Carriage and wagon expenses per 1,000 home vehicle miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
I XX XXI XXII	East Indian, including— Delhi-Umballa-Kalka Tarkessur South Behar (Luckeeserai-Gya)†	331,639,402	60,428	22,570	5·49	363,694,098	60,527	21,692	5·33
II	Bengal Central	5,495,677	35,019	3,964	8·96	6,518,274	32,723	5,621	7·08
III	Bengal-Nágpur	64,161,819	45,001	14,184	4·01	64,996,224	51,985	13,031	4·30
IV V & XXX XXVIII XXIX	Indian Midland, including— Bhopal-Itársi Bína-Goona-Bárán Bhopal-Ujjain	40,996,620	32,467	12,737	7·95	50,317,164	37,539	15,685	8·73
XI XII XXIII XXXVI XXXVII	North Western State, including— Hyderabad-Shadipalli Southern Punjab (Delhi-Samásata) Rájpura-Bhátinda Jammu and Kashmir	251,973,938	35,253	15,654	6·55	244,358,081	35,448	14,343	6·93
XIII	Oudh and Rohilkhand State	84,061,305	29,453	14,243	5·66	88,437,658	31,783	14,714	9·20
XIV	Eastern Bengal State	42,572,053	33,676	12,072	7·53	45,358,769	33,825	12,949	10·02
XVI	East Coast State, including— Ennúr-Bezwada section (Bezwada-Madras)*	17,071,017	26,838	6,112	7·83	28,281,389	32,037	9,173	6·27
XVII VII VIII XXVI XXVII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	160,808,857	30,410	13,544	22·97	163,236,163	29,745	14,019	14·53
XVIII VI XXV XXXII XXXIII	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá Tápti Valley* Nágdá-Ujjain The Gaekwar's Petlád	76,481,519	39,068	13,591	12·69	86,176,774	48,178	14,588	16·76
XIX XXXIV	Madras, including— Washermenpet-Ennúr section (Bezwada-Madras) Kolar Gold-fields	155,377,152	28,505	11,572	8·61	58,546,454	26,553	12,953	7·85
XXXI IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State).	20,117,355	41,871	17,190	6·39	21,499,144	40,205	17,701	5·33

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the cost per 1,000 home vehicle-miles, were:

Classification number.	Railway.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.	1899. Total vehicle-mileage.	1899. Average mileage per coaching vehicle.	1899. Average mileage per goods vehicle.	1899. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
XXXIX	Bengal and North-Western— Tirhoot section Company's section	57,358,690	44,717	9,020	2·54	71,316,471	41,244	10,346	2·70
XLI XLII LXI LXIII	Rajputana-Malwa, including— Pálanpur-Deesa Ahmedabad-Parántij The Gaekwar's Mehsána	160,343,711	28,986	16,157	5·71	185,184,198	29,327	19,461	5·04
XLIII XLIV XLV LXV LXVI LXVII LXVIII	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section (Southern Mahratta). Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd Birur-Shimoga†	58,560,743	18,114	8,937	7·32	68,635,054	17,025	11,233	7·02

* Opened for traffic during 1898.
† Opened for traffic during 1899.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Classification number.	Railway.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.	1899. Total vehicle-mileage.	1899. Average mileage per coaching vehicle.	1899. Average mileage per goods vehicle.	1899. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
XLVI, XLVII, LXXX, LXXXI	South Indian, including— Máyavaram-Mutupet Pondicherry Karaikkal-Peralam*	66,525,029	40,197	8,949	7·93	63,948,543	35,582	9,272	7·63
XLVIII	Assam-Bengal	12,459,521	31,746	6,863	3·57	19,085,676	34,759	11,751	2·71
XLIX	Burma	77,970,764	43,571	12,843	5·50	77,070,433	41,862	12,400	5·39
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge, branch) Dacca section	44,432,182	35,801	10,903	4·18	47,923,033 (a)	33,924 (a)	10,823 (a)	4·04 (a)
LVI, XL	Rohilkund and Kumaon, including— Lucknow-Bareilly section	12,932,634	27,337	10,727	3·86	15,718,212	26,280	14,020	3·95
LXXII	Jodhpur-Bikaner— Jodhpur section	5,997,931	39,038	12,305	3·58	6,532,629	40,351	13,929	4·91
	Bikaner section	630,835			4·97	742,701			3·98
LXXIII	Udaipur-Chitor	860,250	25,330	6,486	3·74	952,837	27,146	7,834	11·22
LXXIV, LXXV, LXXVI, LXXVII	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jamnagar Dhrángadrá*	12,999,252	26,362	6,587	5·05	14,039,205	28,223	7,173	4·72

Traffic expenses.

Traffic expenses per train-mile (standard and metre gauges).

20. The traffic expenses per train-mile, on the standard and metre gauge lines, are shown in the following table:

Classification number.	Railway.	1898. Train-mileage per mean mile worked.	1898. Average distance between stations.	1898. Traffic expenses per train-mile.	1899. Train-mileage per mean mile worked.	1899. Average distance between stations.	1899. Traffic expenses per train-mile.
	Standard gauge.	Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I, XX, XXI, XXII	East Indian, including— Delhi-Umballa-Kalka Tarkessur South Behar (Luckeeserai-Gya)†	7,248	6·68	4·48	7,516	6·54	4·49
II	Bengal Central	3,019	5·00	5·47	2,953	5·00	5·11
III	Bengal-Nágpur	2,109	8·90	4·83	2,023	8·83	4·99
IV, V & XXX, XXVIII, XXIX	Indian Midland, including— Bhopal-Itársi Bína-Goona-Bárán Bhopal-Ujjain	1,946	7·76	4·47	2,060	7·94	4·24
XI, XII, XXIII, XXXVI, XXXVII	North Western State, including— Hyderabad-Shadipalli Southern Punjab (Delhi-Samásata) Rájpura-Bhátinda Jammu and Kashmir	3,108	7·61	4·63	2,923	7·38	4·84
XIII, LI	Oudh and Rohilkhand State, including— Cawnpore-Burhwal (metre gauge link)	2,858	7·36	4·79	3,088	7·36	4·59
XIV	Eastern Bengal State	7,676	3·51	8·51	7,511	3·48	8·64
XVI	East Coast State	1,710	5·66	6·29	1,898	5·51	5·65
XVII, VII, VIII, XXVI, XXVII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	6,336	6·87	5·07	6,339	6·87	5·21

* Opened for traffic during 1898.
† Opened for traffic during 1899.
(a) Including the Brahmaputra-Sultanpur and Mymensingh-Jamalpur-Jagannathganj railways.

Traffic expenses per train-mile (standard and metre gauges).

Classification number.	Railway.	1898. Train-mileage per mean mile worked.	1898. Average distance between stations.	1898. Traffic expenses per train-mile.	1899. Train-mileage per mean mile worked.	1899. Average distance between stations.	1899. Traffic expenses per train-mile.
	Standard gauge—concld.	Miles.	Miles.	Ans.	Miles	Miles.	Ans.
XVIII	Bombay, Baroda and Central India, including—						
VI	Godhra-Rutlam-Nágdá	4,213	5·96	6·46	4,354	6·31	5·83
XXV	Tápti Valley						
XXXII	Nágdá-Ujjain						
XXXIII	The Gaekwar's Petlád						
XIX	Madras, including—	3,032	5·26	5·36	3,148	5·24	5·15
XXXIV	Kolar Gold-fields						
XXXI	The Nizam's Guaranteed State, including—	2,674	8·25	4·47	2,688	7·97	4·60
IX	Bezwada extension (East Coast State).						
	Metre gauge.						
XXXIX	Bengal and North-Western—	2,560	6·07	3·26	2,694	6·03	3·17
	Tirhoot section						
	Company's section						
XLI	Rajputana-Malwa, including—	3,205	7·21	4·42	3,561	7·20	4·00
XLII	Pálanpur-Deesa						
LXI	Ahmedabad-Parántij						
LXIII	The Gaekwar's Mehsána						
XLIII	Southern Mahratta, including—						
XLIV	Guntakal-Mysore frontier	1,740	7·47	4·91	1,851	7·44	4·67
XLV	Mysore section (Southern Mahratta).						
LXV	Kolhápur						
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						
LXVIII	Birur-Shimoga*						
XLVI	South Indian, including—	3,141	6·51	3·79	3,087	6·51	3·70
XLVII	Máyavaram-Mutupet						
LXXX	Pondicherry						
LXXXI	Káraikkal-Peralam						
XLVIII	Assam-Bengal	1,591	7·90	5·66	1,478	6·30	5·42
XLIX	Burma	3,137	6·24	5·23	3,122	6·33	4·96
L	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlá, 2′ 6″ gauge, branch).	3,088	6·79	4·91†	3,355	6·72	4·94
	Dacca section						
LIII	Deoghur	3,207	4·79	5·88	3,039	4·79	5·96
LIV	Brahmaputra-Sultanpur*	...	...	...	1,857	12·25	1·96
LV	Mymensingh-Jamálpur-Jagannathganj	...	...	...	1,612	5·34	2·11
LVI	Rohilkund and Kumaon, including—	1,824	6·34	3·97	2,066	6·34	3·67
XL	Lucknow-Bareilly section						
LVIII	Bengal Dooars	1,282	5·20	10·17	1,076	4·04	12·48
LIX	Dibru-Sadiya, including—	2,572	4·72	3·79	2,779	4·72	3·87
LX	Ledo and Tikak-Margherita Colliery						
LXII	Nilgiri*	...	...	...	2,762	3·38	2·76
LXIV	Hyderabad-Gódávari Valley*	...	...	...	876	10·28	5·43
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1,099	9·16	2·78	1,384	9·76	2·46
	Bikaner section	848	14·25	2·69	861	15·83	2·30
LXXIII	Udaipur-Chitor	764	10·14	4·35	810	11·22	5·59
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—						
LXXV	Jetalsar-Rájkot	1,322	7·23	5·85	1,350	7·23	5·62
LXXVI	Jámnagar						
LXXVII	Dhrángadrá						

* Opened for traffic during 1899.
† Excluding the Mymensingh-Jamálpur-Jagannathganj railway.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

21. The general charges, both of the standard and metre gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Classification number.	Railway.	1898. Gross earnings, excluding steam-boat service, per mean mile worked.	1898. General charges per cent. on gross earnings excluding steam-boat service.	1899. Gross earnings, excluding steam-boat service, per mean mile worked.	1899. General charges, per cent. on gross earnings, excluding steam-boat service.
		₹	Per cent.	₹	Per cent.
	Standard gauge.				
I	East Indian, including—				
XX	Delhi-Umballa-Kalka	31,942	3·14	33,117	3·15
XXI	Tarkessur				
XXII	South Behar (Luckeeserai-Gya)*				
II	Bengal Central	8,197	12·96	8,206	12·66
III	Bengal-Nágpur	7,436	8·49	7,883	8·09
IV	Indian Midland, including—				
V & XXX	Bhopal-Itársi	6,946	7·49	7,211	6·97
XXVIII	Bína-Goona-Bárán				
XXIX	Bhopal-Ujjain				
XI	North Western State, including—				
XII	Hyderábad-Shadipalli	11,704	3·59	10,682	3·89
XXIII	Southern Punjab (Delhi-Samásata)				
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State, including—	9,900	4·70	10,811	4·61
LI	Cawnpore-Burhwal (metre-gauge link)				
XIV	Eastern Bengal State	33,895	4·28	33,774	4·29
XV	Calcutta Port Commissioners'	50,207	5·27	52,350	4·47
XVI	East Coast State†	4,941	11·79	5,425	9·31
XVII	Great Indian Peninsula, including—	23,387	3·84	24,012	3·66
VII	Wardha Coal				
VIII	Dhond-Manmád				
XXVI	Khámgaon				
XXVII	Amráoti				
XVIII	Bombay, Baroda and Central India, including—	26,615	3·55	26,681	3·18
VI	Godhra-Rutlam-Nágdá				
XXV	Tápti Valley‡				
XXXII	Nágdá-Ujjain				
XXXIII	The Gaekwar's Petlád				
XIX	Madras, including§—	12,789	5·22	12,580	5·48
XXXIV	Kolar Gold-fields				
XXXI	The Nizam's Guaranteed State, including—	11,493	9·55	12,468	6·10
IX	Bezwada extension (East Coast State)				
	Metre gauge.				
XXXIX	Bengal and North-Western—	6,719	6·31	6,854	6·32
	Tirhoot section				
	Company's section				
XLI	Rajputana-Malwa, including—	11,308	5·36	13,855	4·57
XLII	Pálanpur-Deesa				
LXI	Ahmedabad-Parántij				
LXIII	The Gaekwar's Mehsána				

* Opened for traffic during 1899.
† Includes the Washermanpet-Ennúr section from 1st July 1899, previous to which it was included with the Madras railway.
‡ Opened for traffic during 1898.
§ Includes the Washermanpet-Ennúr section up to 30th June 1899, after which it was included with the East Coast State railway.

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Classification number.	Railway.	1898. Gross earnings, excluding steam-boat service, per mean mile worked.	1898. General charges, per cent. on gross earnings, excluding steam-boat service.	1899. Gross earnings, excluding steam-boat service, per mean mile worked.	1899. General charges, per cent. on gross earnings, excluding steam-boat service.
		₹	Per cent.	₹	Per cent.
	Metre gauge—concld.				
XLIII XLIV XLV LXV LXVI LXVII LXVIII	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section (Southern Mahratta) Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd Birur-Shimoga*	4,608	12·52	4,865	10·74
XLVI XLVII LXXX LXXXI	South Indian, including— Máyavaram-Mutupet Pondicherry Káraikkal-Peralam†	7,890	7·29	7,991	7·16
XLVIII	Assam-Bengal	4,492	17·38	3,675	20·48
XLIX	Burma	9,579	7·65	9,326	7·80
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	9,790	4·82	10,652	4·68
LIII	Deoghur	6,701	7·84	6,944	7·07
LIV	Brahmaputra-Sultanpur*	...	...	1,975	4·41
LV	Mymensingh-Jamálpur-Jagannathganj†	1,385	‡	1,913	2·36
LVI XL	Rohilkund and Kumaon, including— Lucknow-Bareilly section	5,385	9·74	6,189	8·67
LVIII	Bengal Dooars	7,020	11·31	7,144	9·48
LIX LX	Dibru-Sadiya, including— Ledo and Tikak-Margherita Colliery	9,844	9·60	10,853	8·73
LXII	Nilgiri*	...	...	9,120	1·82
LXIV	Hyderabad-Gódávari Valley*	...	...	2,497	6·98
LXXII	Jodhpur-Bikaner— Jodhpur section Bikaner section	3,815 2,021	3·15 3·71	5,326 1,930	2·71 3·05
LXXIII	Udaipur-Chitor	2,375	8·79	3,337	6·37
LXXIV LXXV LXXVI LXXVII	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jámnagar Dhrángadrá†	4,452	10·70	4,927	9·33

Compensation.

22. The total expenses, on the standard and metre-gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to ₹2,51,996, being 0·09 per cent. on the gross earnings, against ₹3,01,067, equal to a percentage of 0·11 on gross earnings in 1898.

* Opened for traffic during 1899.
† Opened for traffic during 1898.
‡ Information not available.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1900 is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the standard and metre gauge railway systems during the year 1899, as compared with those of the previous year; further details for each line for the year 1899 are tabulated in Part I of the Administration Report and in the appendices to this volume:

East Indian railway system (standard gauge).

3. The length of line open for traffic is made up as follows:

	Miles.
East Indian railway	1,710·67
Delhi-Umballa-Kalka railway	162·24
Tarkessur railway	22·23
South Behar (Luckeeserai-Gya) railway	78·76
TOTAL	1,973·90

The mean mileage worked during the year was 1,970·40 miles* against 1,926·28 miles* in the previous year. The increase was due to the opening of the South Behar (Luckeeserai-Gya) railway (78·76 miles) from the 3rd July 1899, and to the Háthras city branch, which was opened on the 1st November 1898, having been worked throughout the year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earnings on total capital outlay,‡ including steamboat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,926·28	13,962,223	6,17,17,629	1,98,76,376	4,18,41,253	32·21	614	10·07
1899	1,970·40	14,810,403	6,55,07,440	2,17,37,565	4,37,69,875	33·18	63	9·89
Increase or decrease	+44·12	+848,180	+37,89,811	+18,61,189	+19,28,622	+0·97	+23	—0·18
Percentage of increase	2·29	6·07	6·14	9·36	4·61	.....	3·75	.....

* Including 34·50 miles of the Eastern Bengal State railway, from the Kidderpore docks to Náihati, and 1·00 mile of the Rajputana-Malwa railway, from Agra East Bank to Agra Fort, worked over.

† Including contribution to the Provident Fund.

‡ Rupees 41,56,88,400 in 1898 and ₹44,26,85,342 in 1899. These figures include interest on capital of the Delhi-Umballa-Kalka and the South Behar (Luckeesarai-Gya) railways during construction. For details of the capital outlay to the 31st December 1899, see chapter II.

Surplus profits.

The divided surplus profits for the two halves of 1898 and 1899 compare as follows:

	Previous year.		1899.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Government share of East Indian railway proper	60,53,104	39,43,874	54,77,687	65,61,993
East Indian Railway Company's share of East Indian railway proper	15,13,276	9,85,968	13,69,422	164,0,498
East Indian Railway Company's share for working the Tarkessur railway	23,860	15,755	21,196	16,926
TOTAL	15,37,136	10,01,723	13,90,618	16,57,424
Tarkessur railway share of net earnings	95,442	63,020	84,786	67,705
Delhi-Umballa-Kalka railway share of net earnings	4,77,048	3,58,858	3,60,949	3,92,728
South Behar (Luckeeserai-Gya) railway share of net earnings	...	...	...	1,32,163
South Behar (Luckeeserai-Gya) railway share of rebate received from the East Indian railway, being 30 per cent. of the proportion of earnings from traffic interchanged with the South Behar (Luckeeserai-Gya) railway	...	...	...	33,403

The increase in surplus profits amounted to ₹26,29,251, and was due to an increase of ₹19,28,622 in net earnings and a decrease of ₹7,00,629 in the interest and annuity charges.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	1,90,91,774	1,96,94,825	6,03,951
Goods	4,16,01,890	4,47,26,176	31,24,286
Electric telegraph	1,06,243	1,17,860	11,617
Steam-boat	1,89,179	2,33,040	43,861
Sundries	7,28,543	7,35,539	6,996
TOTAL	6,17,17,629	6,55,07,440	37,89,811

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
	₹		₹		₹		₹		₹	
Previous year	70,390	6,94,275	212,445	8,46,779	1,447,186	13,11,102	17,664,227	1,39,56,976	19,394,295	1,68,09,132
1899	70,328	6,88,983	210,792	8,60,907	1,464,816	13,28,452	18,410,642	1,43,76,271	20,156,548	1,72,54,213
Increase or decrease	−62	−6,192	−1,653	+14,128	+17,630	+17,350	+746,338	+4,19,295	+762,253	+445,081

The increase was partly due to the movement of people from the famine-stricken districts, and partly to the occurrence of native festivals; but principally to the development of ordinary traffic and to the additional traffic consequent on the opening of the South Behar (Luckeesarai-Gya) railway.

There were increases of R53,481 and R74,567 in the earnings from "Military carriages, horses, etc." and "Parcels for the public," respectively, chiefly due to the despatch of a large number of horses and parcels to the seat of war in South Africa.

The average sum received for carrying a passenger one mile amounted to pies 2·74, the same as in the previous year.

The coaching earnings per passenger train-mile were R3·59 against R3·61.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	3,357,437	2,62,96,621	3,762,125	2,87,87,288	+404,688	+24,90,667
Military stores	15,265	4,83,069	8,267	3,50,134	—6,998	—1,32,935
Railway materials for construction (Home line only)	219,330	3,58,017	216,274	2,75,627	—3,056	—82,390
Coal and coke for the public and foreign railways	3,745,260	1,27,02,089	3,897,596	1,35,29,686	+152,336	+8,27,597
Coal and coke for construction (Home line only)	28,321	86,262	10,746	34,592	—17,575	—51,670
Coal and coke for revenue only	437,375	8,76,986	503,509	9,78,539	+66,134	+1,01,553
Revenue stores other than coal and coke	439,015	4,07,662	547,681	4,67,274	+108 666	+59,612
Live-stock	4,343	1,74,456	5,220	1,87,962	+877	+13,506
Rents, miscellaneous, etc.	...	2,16,728	...	1,15,074	...	—1,01,654
TOTAL	8,246,346	4,16,01,890	8,951,418	4,47, 26,176	+705,072	+31,24,286

The noticeable fluctuations under "Merchandise, general," were as follows:

	Increase. Tons.	R
Cotton, raw	10,840	1,61,082
Grain and pulse	389,049	24,28,222
Hides and skins	19,294	3,60,797
	Decrease.	
Cotton, manufactured	5,732	2,80,751
Jute	12,924	2,01,732
Oil-seeds	41,935	3,25,188
Railway plant and rolling stock carried for the public and foreign railways	38,185	2,10,318
Salt	24,936	98,396

Cotton, raw.—The increase was chiefly in despatches to Calcutta, Bombay and to the Eastern Bengal State railway *vid* Naihâti.

Grain and pulse.—The increase was chiefly due to a large demand for food-grains in the famine-stricken districts and to good rice crops in Bengal and Behar.

Hides and skins.—The increase was due to the carriage of large quantities of raw hides to the warehouses at Cawnpore for sorting and preparation before being re-consigned to Calcutta for export to Europe.

Cotton, manufactured.—The decrease was chiefly due to the inability of the population to buy this class of goods owing to the famine in the country.

Jute.—The decrease was due to a smaller demand for shipment and bagging, owing to a falling off in the export of wheat and mustard seed.

Oil-seeds.—The decrease was chiefly in rape and mustard seeds, and was due to the deficient crop in the North-Western Provinces and Oudh and the Central Provinces and to the less demand in London.

Railway plant and rolling-stock carried for the public and foreign railways.—The decrease was chiefly due to the carriage of less materials for the Bengal-Nágpur, Bengal and North-Western and South Behar (Luckeeserai-Gya) railways.

Salt.—The decrease was chiefly in the export traffic.

The decrease under "Military stores" was chiefly due to a falling off in the despatches of ammunition and stores from Howrah and Calcutta and of compressed fodder from Agra and *vid* Agra (Indian Midland railway) to the North Western State railway stations.

The increase under "Coal and coke for the public and foreign railways" was chiefly due to the increased demands of the Bengal and North-Western and the Bombay, Baroda and Central India railways, to the larger consumption by mills and factories, to

a growing demand for brick-burning purposes, and to the increased traffic, principally to Brace Bridge Hall and Kidderpore docks, for export.

The average sum received for carrying a ton of goods one mile amounted to pies 4·64 against pies 4·62 in the previous year.

The goods earnings per goods train-mile were ₹4·79 against ₹4·80.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year :

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	44,17,023	7·16	54,12,648	8·26	+9,95,625	+1·10
Locomotive expenses	58,83,647	9·53	63,51,377	9·70	+4,67,730	+0·17
Carriage and wagon expenses	18,21,455	2·95	19,38,665	2·96	+1,17,210	+0·01
Traffic expenses	39,06,814	6·33	41,53,056	6·34	+2,46,242	+0·01
General charges	19,29,643	3·13	20,54,246	3·14	+1,24,603	+0·01
Steam-boat service	1,47,472	0·24	1,79,643	0·27	+32,170	+0·03
Special and miscellaneous expenditure	17,70,322	2·87	16,47,930	2·51	—1,22,392	—0·36
TOTAL	1,98,76,376	32·21	2,17,37,565	33·18	+18,61,189	+0·97

The increase under "Maintenance of way, works and stations" was chiefly due to the relaying of a larger length with steel rails, to heavy renewals of sleepers, to charges for fencing throughout the line and to extensive repairs of stations and buildings.

The increase under "Locomotive expenses" was due to the employment of a new District Locomotive Superintendent, two Assistant Superintendents and of additional drivers and firemen, to the increased engine-mileage run and to heavier renewals of locomotive engines.

The increase under "Carriage and wagon expenses" was chiefly due to heavier repairs of goods vehicles.

The increase under "Traffic expenses" was due to the payment of arrears of exchange compensation allowance, to the strengthening of the station and train staff, to opening of new stations and to the larger payments for handling charges on public goods.

The increase under "General charges" was mainly due to an increase in the home charges, to rent of additional accommodation for staff, and to a credit in 1898 on account of reduction in charge made by the Telegraph department for instruments.

The decrease under "Special and miscellaneous expenditure" was mainly due to a larger payment for mileage and demurrage of foreign stock during the previous year.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Bengal Central railway (standard gauge).

General results.

4. The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹			₹	
Previous year	125·01	377,351	10,24,657	6,56,650	3,68,007	64·08	158	2·98
1899	†138·89	410,175	11,39,688	6,97,876	4,41,812	61·23	158	3·49
Increase or decrease	+13·88	+32,824	+1,15,031	+41,226	+73,805	—2·85	...	+0·51
Percentage of increase	11·09	8·70	11·23	6·28	20·06	...	...	...

* Including contribution to the Provident Fund.
† Including 13·89 miles worked over previously omitted.

Surplus profits.

The following table compares the interest charges and net earnings for the first and second halves of 1898 and 1899:

	Previous year.		1899.	
	First-half.	Second-half.	First-half.	Second-half.
	₹	₹	₹	₹
Interest charges on paid up capital	2,65,106	2,54,124	2,54,258	2,52,777
Net earnings	1,72,807	1,95,200	1,95,123	2,46,689
¾ Government share	1,29,605	1,46,400	1,46,342	1,85,017
¼ Company's share	43,202	48,800	48,781	61,672

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	6,80,706	6,93,483	+12,777
Goods	2,53,870	3,38,338	+84,468
Electric telegraph	2,040	1,957	—83
Sundries	88,041	1,05,910	+17,869
TOTAL	10,24,657	11,39,688	+1,15,031

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	3,241	6,133	39,144	26,670	56,125	35,940	1,614,475	5,42,066	1,712,985	6,10,809
1899	3,133	7,388	27,018	23,965	55,936	34,860	1,645,388	5,62,465	1,731,475	6,28,678
Increase or decrease	—108	+1,255	—12,126	—2,705	—189	—1,080	+30,913	+20,399	+18,490	+17,869

The increase in the passenger earnings was chiefly due to ordinary development of the third class passenger traffic.

The average sum received for carrying a passenger one mile amounted to 3·04 pies against 3·03 pies in the previous year.

The coaching earnings per passenger train-mile were R2·71 against R2·62.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	76,223	2,11,103	103,851	3,02,440	+27,628	+91,337
Military stores	118	168	154	204	+36	+36
Railway materials for construction (Home line only)	14,000	10,651	5,104	3,148	—8,896	—7,503
Coal and coke for the public and foreign railways	19,834	18,409	20,207	19,595	+373	+1,186
Coal and coke for revenue only	15,035	8,825	8,648	4,009	—6,387	—4,816
Revenue stores other than coal and coke	3,185	1,899	2,114	889	—1,071	—1,010
Live-stock	2	30	...	4	—2	—26
Rents, miscellaneous, etc.	...	2,785	...	8,049	...	+5,264
TOTAL	128,397	2,53,870	140,078	3,38,338	+11,681	+84,468

The principal increases of traffic under "Merchandise, general," are noted below:

	Tons.	₹
Grain and pulse	17,034	30,408
Jute	10,673	59,487

Grain and pulse.—The increase was due to increased outwards traffic to the Eastern Bengal State railway *vid* Dum Dum, Calcutta and Chitpore.

Jute.—The increase was chiefly in the outwards traffic from Singia, Khutna and stations on the River Steam Navigation Company's service to Dum Dum, Chitpore and stations on the Eastern Bengal State railway.

The average sum received for carrying a ton of goods one mile amounted to 6·72 pies against 6·14 pies in the previous year.

The goods earnings per goods train-mile were R2·19 against R1·81.

Sundries.—The increase was chiefly under "Hire of vehicles," due to goods vehicles lent to the East Indian railway.

Working expenses.

The following table compares the working expenses of the railway during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,64,768	16·08	1,80,278	15·82	+15,510	—0·26
Locomotive expenses	1,20,203	11·73	1,50,349	13·19	+30,146	+1·46
Carriage and wagon expenses	49,263	4·81	46,140	4·05	—3,123	—0·76
Traffic expenses	1,29,042	12·59	1,30,899	11·48	+1,857	—1·11
General charges	1,32,794	12·96	1,44,276	12·66	+11,482	—0·30
Special and miscellaneous expenditure	60,580	5·91	45,934	4·03	—14,646	—1·88
Total	6,56,650	64·08	6,97,876	61·23	+41,226	—2·85

Rates and fares.

The increase under "Maintenance of way, works and stations" was due to the replacement of creosoted pine sleepers by sál sleepers.

The increase under "Locomotive expenses" was chiefly due to credits in the previous year under maintenance and renewal of locomotive engines debited to the depreciation fund and to the increased train-mileage run.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Bengal-Nágpur railway (standard gauge).

5. The open mileages of the several sections are as follows:

	Miles.
Main line, including Katni branch and Sanctoria coal branch	830·65
Sambalpur branch	30·23
Sini-Khargpur section	99·50
Kolaghat-Barang section	224·03
Khargpur-Cossye Riverside section	5·75
Total	1,190·16

The mean mileage worked during the year was 1,150·99* miles against 925·08* miles in the previous year. The increase was due to the opening of the Kolaghat-Balasore section (107·28 miles) from the 17th December 1898, the Balasore-Barang section (116·75 miles) from the 10th January 1899, and the length from Khargpur to the Cossye river (5·75 miles) from the 20th December 1899.

* Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked. *	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	925·08	1,950,897	68,79,193	35,15,339	33,63,854	51·10	143	3·37
1899	1,150·99	2,328,305	90,73,459	43,51,646	47,21,813	47·96	152	3·17
Increase or decrease	+225·91	+377,408	+21,94,266	+8,36,307	+13,57,959	—3·14	+9	—0·20
Percentage of increase	24·42	19·35	31·90	23·79	40·37	...	6·29	...

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	13,62,462	21,52,486	+7,90,024
Goods	48,04,497	63,63,627	+15,59,130
Electric telegraph	16,870	24,415	+7,545
Sundries	6,95,364	5,32,931	—1,62,433
TOTAL	68,79,193	90,73,459	+21,94,266

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	5,979	43,584	18,704	41,640	42,602	27,495	2,179,209	10,91,153	2,246,494	12,03,872
1899	6,645	53,208	25,861	62,047	49,843	39,516	2,854,491	17,91,920	2,936,840	19,46,691
Increase	666	9,624	7,157	20,407	7,241	12,021	675,282	7,00,767	690,346	7,42,819

The improvement under all classes of passenger traffic was chiefly due to the increase in the mean mileage worked, to the development of the traffic on the extensions, to the pilgrim traffic to Puri, and to the running of special trains to Benares and Puri and back on the occasion of the eclipse of the moon and other festivals, and for His Excellency the Viceroy and Governor-General of India, and His Highness the Nizam of Hyderabad.

The average sum received for carrying a passenger one mile was 2·09 pies against 2·12 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·58, against ₹1·73.

* Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.

† Including contribution to the Provident Fund.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	520,672	39,92,112	670,897	52,94,632	+141,225	+13,02,520
Military stores	391	8,329	389	5,311	—2	—3,018
Railway materials for construction (Home line only)	32,056	64,034	314,419	1,96,859	+282,363	+1,32,825
Coal and coke for the public and foreign railways	708,109	4,53,180	651,615	5,19,962	—56,494	+66,782
Coal and coke for construction (Home line only)	8,388	22,100	14,292	66,636	+5,904	+44,536
Coal and coke for revenue only	52,737	1,79,902	60,073	1,89,940	+7,336	+10,038
Revenue stores other than coal and coke	118,157	80,096	139,502	72,081	+21,345	—8,015
Live-stock	147	1,411	496	4,495	+349	+3,084
Rents, miscellaneous, etc.	...	3,333	...	13,711	...	+10,378
TOTAL	1,449,657	48,04,497	1,851,683	63,63,627	+402,026	+15 59,130

The noticeable fluctuations of traffic under "Merchandise, general," are shewn below:

	Increase.	
	Tons.	₹
Dyes and tans	3,260	25,984
Grain and pulse	95,230	9,84,206
Hides and skins	3,7051	50,938
Oil-seeds	5,173	1,38,815
Provisions	2,370	59,561
Salt	7,345	46,310
	Decrease.	
Sugar	3,946	68,310

Dyes and tans.—The increase was chiefly due to large exports of myrabolams to Bombay *vid* Nágpur and to the import of turmeric from Sambalpur into Gondia, Raipur, Chakardharpore, Purulia, and Bilaspur.

Grain and pulse.—The increase was principally due to larger imports of rice and grain and pulse, *vid* Asansol, into the Central Provinces and Berar, where the crops failed owing to scarcity of rain.

Hides and skins.—The increase was principally due to large despatches of raw hides from certain stations on the Bengal Nágpur and Great Indian Peninsula railways to Calcutta, owing to the mortality among cattle in the Central Provinces and Berar.

Oil-seeds.—The increase was principally due to larger despatches of til and jinjili to Bombay and Calcutta from local stations where the crops were favourable.

Provisions.—The improvement was chiefly due to despatches of dried meat and ghee from the Indian Midland railway *vid* Katni-Murwara to Calcutta; and to the import of cocoanuts and potatoes from the East Coast State, Great Indian Peninsula and East Indian railways to stations on this line.

Salt.—The increase was due to increased imports from the Great Indian Peninsula and Bombay, Baroda and Central India railways to stations between Nágpur and Sambalpur, and to the receipt of a good supply from Naupada *vid* Barang at Calcutta, Raipur, and other stations on this line and also of Liverpool salt from Calcutta, *vid* Asansol and Kola at Purulia, Chakardharpore and Khargpur.

Sugar.—The decrease was due to less demands at local stations owing to the distress of the people.

The increase under "Railway materials for construction" was chiefly due to the carriage of materials for the Sini-Midnapur-Calcutta-Cuttack extensions.

There was a decrease in weight lifted with an increase in earnings under "Coal." The decrease in weight was chiefly due to a falling off in the despatches from Sanctoria coal fields to Calcutta, owing to less shipment orders; while the increase in earnings was due to long lead consignments from Radhanagar to the Great Indian Peninsula and other foreign railways *viâ* Nágpur, Katni and Barang, to large supply of coal for more material trains run on the extensions, and for the carriage of a heavy famine traffic.

The average sum received for carrying a ton of goods one mile amounted to 5·34 pies against 6·23 pies in the previous year.

The goods earnings per goods train-mile were ₹4·26 against ₹4·14.

Sundry earnings.—The earnings under this head declined by Rs. 1,62,434. The decrease occurred under mileage and demurrage, owing chiefly to imports of grain, *viâ* Asansol, in East Indian railway vehicles.

Working expenses.

The following table shows the working expenses of the railway during 1899 as compared with the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	9,53,316	13·86	12,52,046	13·80	2,98,730	—0·06
Locomotive expenses	10,14,340	14·74	11,97,402	13·20	1,83,062	—1·54
Carriage and wagon expenses	2,57,320	3·74	2,79,706	3·08	22,386	—0·66
Traffic expenses	5,89,138	8·56	7,26,516	8·01	1,37,378	—0·55
General charges	5,83,770	8·49	7,34,383	8·09	1,50,613	—0·40
Special and miscellaneous expenditure	1,17,455	1·71	1,61,592	1·78	44,137	+0·07
TOTAL	35,15,339	51·10	43,51,645	47·96	8,36,306	—3·14

The increase under "Maintenance of way, works and stations" was chiefly due to the opening of the Kolaghat-Barang section for traffic and the working of the Sini-Khargpur section for a longer period, to extraordinary repairs to all the important bridges on the open line, and to large renewals of ballast.

The increase under "Locomotive expenses" was chiefly due to the appointment of additional superior and subordinate staff, to a greater consumption of coal on account of the opening of the extensions, and to general repairs to locomotives in the workshops.

The increase under "Traffic expenses" was due to increments to the superior staff, to additional appointments in the subordinate staff, to the formation of a District Traffic Superintendent's office at Khargpur, to larger payments for handling charges, and to renewals of paulins and supply of forms, etc., to the newly-opened sections.

The increase under "General charges" was chiefly due to the extra open mileage, to the appointment of additional subordinate staff, and to the increased revenue share of the payment to Government for rent and maintenance of telegraph wires and instruments.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Indian Midland railway system (standard gauge).

6. The open mileages of the several sections comprising the system are as follows:

	Miles.
Indian Midland railway	796·25
Bhopal-Itársi railway	57·39
Bina-Goona-Bárán railway	145·21
Bhopal-Ujjain railway	113·27
TOTAL	1,112·12

The mean mileage worked during the year 1899 was 1,107·09* miles against 976·48* miles in the previous year. The increase was due to the opening of the Damoh-Katni section of the Saugor-Katni extension (68·04 miles) from the 1st January 1899, and of the Goona-Bárán extension of the Bína-Goona-Bárán railway (73·47 miles) from the 15th May 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	976·48	1,899,764	67,83,141	37,57,329	30,25,812	55·39	134	2·65
1899	1,107·09	2,280,356	79,83,762	45,33,269	34,50,493	56·78	139	2·73
Increase	130·61	380,592	12,00,621	7,75,940	4,24,681	1·39	5	0·08
Percentage of increase	13·38	20·03	17·70	20·65	14·04	...	3·73	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	24,37,401	26,33,620	1,96,219
Goods	41,94,179	51,74,411	9,80,232
Electric telegraph	21,948	33,799	11,851
Sundries	1,29,613	1,41,932	12,319
TOTAL	67,83,141	79,83,762	12,00,621

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	11,372	1,22,333	45,874	3,76,847	353,230	4,21,721	1,411,858	12,97,534	1,822,334	20,18,435
1899	12,414	1,30,123	43,244	1,71,958	319,063	4,04,702	1,655,602	14,03,978	2,030,323	21,10,761
Increase or decrease	+1,042	+7,790	−2,630	−4,889	−34,167	−17,019	+243,744	+1,06,444	+207,989	+92,326

The increase was chiefly due to the longer length of line open, to the additional train service on the main line, and to the development of traffic on the improvement of agricultural conditions.

Under "Other coaching traffic," there was an increase of R1,03,893, chiefly under "Parcels for the public," due to the increased traffic consequent on the visit of His Excellency the Viceroy to Bhopal and Gwalior and to the despatch by passenger train of military stores for the South African field force.

The average sum received for carrying a passenger one mile amounted to pies 2·88 against pies 2·87 in the previous year.

The coaching earnings per passenger train-mile were R2·71 against R2·95.

* Including 15·72 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway, 3·13 miles of the Rajputana-Malwa railway, and 1·98 miles of the Bengal-Nágpur railway worked over.

† Including contribution to the Provident Fund and expenditure incurred direct by the States outside the working agreements.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	480,054	38,84,087	573,593	47,38,870	+93,539	+8,54,783
Military stores	4,206	25,732	2,405	40,647	—1,801	+14,915
Railway materials for construction (Home line only)	82,470	74,350	175,353	74,189	+92,883	—161
Coal and coke for the public and foreign railways	3,069	15,498	11,307	55,055	+8,238	+39,557
Coal and coke for construction (Home line only)	191	616	195	593	+4	—23
Coal and coke for revenue only	59,472	1,34,923	76,102	1,97,698	+16,630	+62,775
Revenue stores other than coal and coke	140,310	35,942	161,488	44,758	+21,178	+8,816
Live-stock	413	17,212	286	10,345	—127	—6,867
Rents, miscellaneous, etc.	...	5,819	...	12,256	...	+6,437
TOTAL	770,185	41,94,179	1,000,729	51,74,411	+230,544	+9,80,232

The principal fluctuations under "Merchandise, general," were as follows:

	Increase. Tons.	₹
Cotton, raw	10,802	1,30,764
Grain and pulse	40,324	3,68,093
Oil-seeds	17,791	1,58,169
All other articles of merchandise	11,991	1,08,196
	Decrease.	
Railway plant and rolling-stock (carried for the public and foreign railways)	19,767	1,08,140

Cotton, raw.—The increase was due to the greater demand for Bengal cotton on account of the failure of crops in the Bombay Presidency.

Grain and pulse.—The increase was due to the heavy export of food-grains from the North-Western Provinces to stations in the famine-stricken districts of Gujerat and Rajputana.

Oil-seeds.—The increase was due to a favourable crop and to a brisk demand in Bombay for export to Europe.

All other articles of merchandise.—The increase was chiefly in pressed grass and fodder exported to famine-stricken districts.

Railway plant and rolling-stock carried for the public and foreign railways.—The decrease was due to heavy consignments of materials carried in the previous year for the construction of the Goona-Bárán extension and Gwalior Light railways.

The average sum received for carrying a ton of goods one mile amounted to pies 6·29 against pies 6·07 in the previous year.

The goods earnings per goods train-mile were ₹3·96 against ₹3·91.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	7,60,278	11·21	9,58,983	12·01	1,98,705	+0·80
Locomotive expenses	13,57,159	20·01	16,77,401	21·01	3,20,242	+1·00
Carriage and wagon expenses	3,26,108	4·81	4,39,249	5·50	1,13,141	+0·69
Traffic expenses	5,31,138	7·83	6,04,915	7·58	73,777	—0·25
General charges	5,08,204	7·49	5,56,683	6·97	48,479	—0·52
Special and miscellaneous expenditure	2,74,442	4·04	2,96,038	3·71	21,596	—0·33
TOTAL	37,57,329	55·39	45,33,269	56·78	7,75,940	+1·39

The increase under "Maintenance of way, works and stations" was due to the longer length maintained, to heavier supplies of ballast, and to the extraordinary renewals on the Scindia section and Bhopal State railway.

The increase under "Locomotive expenses" was chiefly due to the increased train-mileage run, to greater quantity of Bengal coal used, and to special repairs and renewals of engines.

The increase under "Carriage and wagon expenses" was due to the conversion of high-sided wagons into covered goods wagons and to the fitting of heavier axles to a large number of covered goods wagons.

The increase under "Traffic expenses" was due to the employment of additional staff consequent on the opening of the Goona-Bárán extension of the Bína-Goona-Bárán railway and Damoh-Katni section of the Saugor-Katni extension, and to the increased train-mileage run.

Rates and fares. The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

North Western State railway system (standard gauge).

7. The open mileages of the several sections are as follows:

	Miles.	Miles.
Commercial section—(Main line and branches) .	1,914·59*	
Military section—(Sind-Pishin, Mushkaf-Bolan and Sind-Sagar railways, including the Khusálgarh branch)	1,030·21	
		2,944·80
Rájpura-Bhâtinda railway		107·05
Hyderabad-Shadipalli railway		58·91
Southern Punjab (Delhi-Samásata) railway . .		423·72
Jammu and Kashmir railway (Native state section)		15·92
TOTAL .		3,550·40

The mean mileage worked during the year 1899 was 3,511·37† miles against 3,409·34‡ miles in the previous year. The increase was due to the opening of the Narwana-Kaithal branch (23·38 miles) of the Southern Punjab (Delhi-Samásata) railway from the 1st February 1899, the Mari-Attock section (74·93 miles) from the 1st April 1899, and the Lyallpur-Toba Tek Singh section (49·00 miles) of the Wazirabad-Khanewal branch from the 22nd June 1899.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.§	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	3,409·34‡	10,597,095	3,99,72,133	2,03,19,544	1,96,52,589	50·83	225	3·86
1899 . . .	3,511·37†	10,311,497	3,75,60,147	2,03,90,341	1,71,69,806	54·29	205	3·23
Increase or decrease .	+102·03	−285,598	−24,11,986	+70,797	−24,82,783	+3·46	−20	−0·63
Percentage of increase or decrease . .	+2·99	−2·69	−6·03	+0·35	−12·63	...	−8·89	...

* Including 5·63 miles (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

† Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi, and 1·77 miles from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 5·63 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

‡ Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi and 2·20 miles from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 6·12 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

§ Including contribution to the Provident Fund.

Gross earnings.

The following table compares the gross earnings of the entire system under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	1,26,63,080	1,25,90,154	—72,926
Goods	2,63,84,786	2,40,00,043	—23,84,743
Electric telegraph	97,756	1,02,467	+4,711
Steam-boat	68,433	51,604	—16,829
Sundries	7,58,078	8,15,879	+57,801
TOTAL	3,99,72,133	3,75,60,147	—24,11,986

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	54,323	4,26,361	196,229	6,00,855	700,887	7,44,698	15,300,850	90,47,341	16,252,289	1,08,19,255
1899	52,599	3,76,762	173,610	4,77,717	744,483	8,05,057	16,286,290	94,25,892	17,256,982	1,10,85,428
Increase or decrease	—1,724	—49,599	—22,619	—1,23,138	+43,596	+60,359	+985,440	+3,78,551	+1,004,693	+2,66,173

The increase in the passenger traffic was due to the opening of the Nárwana-Kaithal branch of the Southern Punjab (Delhi-Samásata) railway, the Mári-Attock section and of the extension of the Wazirabad-Lyallpur branch from Lyallpur to Toba Tek Singh; and to the increased outward traffic of the Delhi-Peshawar section.

There was, however, a large decrease in other coaching traffic, mainly under "Military baggage" and "Military carriages, horses and dogs," due to the unusually heavy traffic on account of the North-Western frontier expedition in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·42 pies against 2·43 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·94 against ₹3·02.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	2,443,240	2,29,40,058	2,512,621	2,14,08,952	+69,381	—15,31,106
Military stores	59,038	11,30,287	18,929	4,48,460	—40,709	—6,81,827
Railway materials for construction (Home line only)	729,839	3,48,961	653,285	2,40,353	—76,554	—1,08,608
Coal and coke for the public and foreign railways	42,515	1,60,550	33,590	90,700	—8,925	—69,850
Coal and coke for construction (Home line only)	6,463	19,342	12,268	31,777	+5,805	+12,435
Coal and coke for revenue only	203,124	4,71,268	200,848	4,90,650	—2,276	+19,382
Revenue stores other than coal and coke	1,043,296	8,46,356	1,253,736	9,02,186	+210,440	+55,830
Live-stock	5,883	2,25,642	5,180	1,70,994	—703	— 54,648
Rents, miscellaneous, etc.	...	2,42,322	...	2,15,971	...	—26,351
TOTAL	4,533,998	2,63,84,786	4,690,457	2,40,00,043	+156,459	—23,84,743

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Decrease. Tons.	Decrease. ₹
Grain and pulse	55,347	17,02,752
Oil-seeds	22,069	1,59,323
Sugar	6,528	1,86,361
Fodder	...	2,44,445
	Increase.	
Fodder	9,379	...
Hides and skins	13,333	1,58,097
Manures	25,862	2,09,033
Railway plant and rolling-stock carried for the public and foreign railways	63,604	2,13,957

Grain and pulse.—The decrease was mainly in the wheat traffic, and was due to smaller bookings to Rawalpindi and Peshawar owing to the close of the frontier expedition, and to a less European demand.

Oil-seeds.—The decrease was chiefly under "Rape and mustard," due to failure of crops.

Sugar.—The decrease was chiefly in the traffic in refined sugar, due to smaller despatches from Kurrachee owing to the anti-bounty bill.

Fodder.—The decrease in the earnings with an increase in the weight lifted was due to shorter lead: the demand was less owing to the close of the frontier expedition, but large quantities were carried locally.

Hides and skins.—The increase was chiefly due to large bookings to Kurrachee, East Indian railway *vid* Ghaziabad, Delhi and Hyderabad (Sind), owing to the mortality among cattle in the Punjab on account of scarcity of fodder.

Manures.—The increase was chiefly due to larger bookings to Kurrachee.

Railway plant and rolling-stock.—The increase was due to the carriage of materials for the Ghaziabad-Moradabad, Nowshera-Dargai, Shadipalli-Balotra and Kalka-Simla railways.

The decrease under "Military stores" was chiefly due to the close of the military operations on the frontier.

The average sum received for carrying a ton of goods one mile amounted to 5·24 pies against 5·26 pies in the previous year.

The goods earnings per goods-train-mile were ₹4·01 against ₹4·12.

Sundries.—The increase was chiefly under "Mileage and demurrage of vehicles over foreign lines," due to receipts from foreign lines on account of wagons sent empty for back-loading of coal from the East Indian railway.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year. Amount.	Previous year. Per cent. on gross earnings.	1899. Amount.	1899. Per cent. on gross earnings.	Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	₹		₹		₹	
Maintenance of way, works and stations	58,81,783	14·71	54,29,704	14·46	—4,52,079	—0·25
Locomotive expenses	78,14,089	19·55	81,08,475	21·59	+2,94,386	+2·04
Carriage and wagon expenses	16,51,120	4·13	16,94,528	4·51	+43,408	+0·38
Traffic expenses	30,63,065	7·65	31,01,910	8·26	+38,845	+0·60
Cenerał charges	14,33,781	3·59	14,59,950	3·89	+26,169	+0·30
Steam-boat service	40,768	0·10	47,230	0·13	+6,462	+0·03
Special and miscellaneous expenditure	4,34,938	1·09	5,48,544	1·45	+1,13,606	+0·36
TOTAL	2,03,19,544	50·83	2,03,90,341	54·29	+70,797	+3·46

The decrease under "Maintenance of way, works and stations" was mainly due to the write-off of the cost of materials issued in previous years and to large credits for returned materials.

The increase under "Locomotive expenses" was mainly due to heavier repairs and renewals of engines.

The increase under "Special and miscellaneous expenditure" was chiefly due to payment of taxes to the Kurrachee Municipality at enhanced rates with retrospective effect, to the larger payments made to the East Indian railway on account of the increased traffic between Ghaziabad and Delhi, to the arrear charges for toll payable on the passenger traffic of the Southern Punjab railway, and to the payment of arrears of bonus under the new rules.

Rates and fares. The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I, of the Administration Report.

Oudh and Rohilkhand State railway (standard gauge), including the Cawnpore-Burhwal (metre gauge link).

8. The open mileage is 1,030·36 miles, as follows:

	Miles.
Oudh and Rohilkhand State railway	950·76
Metre gauge link—	
Burhwal to Daliganj	34·57
Aishbagh to Cawnpore bridge (left bank)	45·03
Cawnpore bridge (right bank) to Cawnpore	
	1,030·36*

The mean mileage worked during the year 1899 was 1,030·36 miles against 995·10 miles in the previous year. The increase was due to the working throughout the year of the Rai Bareli-Benares extension, 138·36 miles in length, against nine months in the previous year.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense. †
	Miles	Miles	₹	₹	₹		₹	
Previous year	995·10	2,844,040	98,51,598	45,43,871	53,07,727	46·12	190	4·56
1899	1,030·36	3,182,115	1,11,38,990	50,62,395	60,76,595	45·45	208	5·16
Increase or decrease	+35·26	+338,075	+12,87,392	+5,18,524	+7,68,868	— 0·67	+18	+0·60
Percentage of increase	3·54	11·89	13·07	11·41	14·49	...	9·47	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	40,88,242	42,57,647	1,69,405
Goods	49,49,486	57,89,496	8,40,010
Electric telegraph	26,896	30,647	3,751
Sundries	7,86,974	10,61,200	2,74,226
TOTAL	98,51,598	1,11,38,990	12,87,392

* Excluding 3·66 miles between Aishbagh and Daliganj, Lucknow-Bareilly section, Rohilkund and Kumaon railway.

† ₹11,63,58,467 for 1898 and ₹11,78,13,622 for 1899. For details of the capital outlay to the 31st December 1899, see chapter II.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year . . .	22,501	1,19,769	72,355	1,69,284	395,268	2,88,328	5,485,906	31,12,507	5,976,030	36,89,888
1899	21,978	1,21,506	68,828	1,66,051	346,976	2,67,573	5,954,947	32,93,166	6,392,729	38,48,296
Increase or decrease .	*−523*	*+1,737*	*−3,527*	*−3,233*	*−48,292*	*−20,755*	*+469,041*	*+1,80,659*	*+416,699*	*+1,58,408*

The decrease in the number of passengers with an increase in the earnings under first class was due to an improvement in the long distance traffic, owing to the increasing popularity of the shorter route between Bengal and Upper India by means of the Rai Bareli-Benares Chord line. The decrease both in the number of passengers and earnings under second and intermediate classes was due to less movements of troops and to the withdrawal of the restrictions formerly placed upon third class passengers by mail trains. The satisfactory results under third class were principally due to a revival of the traffic to and from Hardwar and other Hindu shrines; to journeys in connection with Hindu marriages and other social functions which were held in abeyance during the famine years; to the removal of the restrictions on third class traffic by mail trains; and to the development of traffic on the Rai Bareli-Benares Chord line.

The average sum received for carrying a passenger one mile amounted to 2·67 pies against 2·68 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·86 against ₹3·05.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,018,210	44,87,138	1,170,717	51,92,505	+152,507	+7,05,367
Military stores	4,108	39,540	2,578	26,129	*−1,530*	*−13,411*
Railway materials for construction (Home line only)	230,607	98,529	258,288	1,19,044	+27,681	+20,515
Coal and coke for the public and foreign railways	24,173	74,599	29,771	99,954	+5,598	+25,355
Coal and coke for construction (Home line only)	7,150	22,023	6,620	18,827	*−530*	*−3,196*
Coal and coke for revenue only . . .	32,823	1,04,296	54,732	1,70,867	+21,909	+66,571
Revenue stores other than coal and coke .	297,095	92,190	451,210	1,18,486	+154,115	+26,296
Live-stock	452	12,908	769	23,426	+317	+10,518
Rents, miscellaneous, etc.	...	18,263	...	20,258	...	+1,995
Total .	1,614,618	49,49,486	1,974,685	57,89,496	+360,067	+8,40,010

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	122,248	6,56,053
Railway plant and rolling-stock . .	13,346	75,841
	Decrease.	
Oil-seeds	9,964	36,155
Salt	11,674	37,740

Grain and pulse.—The increase was principally due to the great demand for food stuffs in the famine stricken districts of Rajputana and the Punjab.

Railway plant and rolling-stock.—The increase was due to the carriage of permanent-way and other construction materials for the Ghaziabad-Moradabad and Hardwar-Dehra railways.

Oil-seeds.—The decrease was due to poor crops and to the stock having been held back for higher prices.

Salt.—The decrease was partly due to the exclusion during the second-half of 1899 of the earnings of the metre-gauge cross traffic from the Bombay, Baroda and

Central India railway to the Bengal and North-Western and Rohilkund and Kumaon railways, which, under the revised agreement for working the metre gauge link, are treated as the earnings of the Bengal and North-Western railway, and partly to smaller imports of Sambhar salt into stations between Lucknow and Benares.

The average sum received for carrying a ton of goods one mile amounted to 5·46 pies against 5·71 pies in the previous year.

The goods earnings per goods train-mile were R3·42 against R3·29.

Sundries.—The increase under this head was entirely due to the Oudh and Rohilkhand State railway share of the earnings of the metre gauge link cross traffic received from the Bengal and North-Western Railway Company being shown for the first time under this head, and to receipts for the hire of rolling-stock borrowed by the Ghaziabad-Moradabad and Hardwar-Dehrâ railways for construction purposes.

Working expenses.

The following table compares the working expenses of the railway system during the year 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	12,49,963	12·69	13,20,272	11·85	+70,309	—0·84
Locomotive expenses	13,00,890	13·21	12,69,554	11·40	—31,336	—1·81
Carriage and wagon expenses	4,76,129	4·83	8,13,929	7·31	+3,37,800	+2·48
Traffic expenses	8,23,176	8·36	9,12,708	8·19	+89,532	—0·17
General charges	4,35,800	4·42	4,71,139	4·23	+35,339	—0·19
Special and miscellaneous expenditure	2,57,913	2·61	2,74,793	2·47	+16,880	—0·14
Total	45,43,871	46·12	50,62,395	45·45	+5,18,524	—0·67

The increase under "Maintenance of way, works and stations" was chiefly due to extensive re-ballasting with shingle ballast, to heavy renewals of rails, to repairs of stations and buildings, and to the carriage of a large quantity of revenue stores.

The decrease under "Locomotive expenses" was chiefly due to the large expenditure incurred on 5 new passenger engines placed on the line during the previous year, whereas the outlay during the current year was confined to ordinary repairs only.

The increase under "Carriage and wagon expenses" was entirely due to extensive renewals of both coaching and goods vehicles.

The increase under "Traffic expenses" was chiefly due to the bonus granted to the late Traffic Superintendent on his retirement, to the increases in the office establishment and to the increased train-mileage run.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Eastern Bengal State railway system (standard, metre and special gauges) including the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways (metre gauge).

9. The railway system consists of:

	Miles.
Eastern and Southern sections (*standard gauge*)	267·79
Northern, Behar and Barsoi-Kissengunge sections (*metre gauge*)	441·44
Dacca section (*metre gauge*)	85·92
Kaunia-Dharlla branch (*2′—6″ gauge*)	37·03
Mymensingh-Jamalpur-Jagannathganj railway (*metre gauge*)	53·37
Brahmaputra-Sultanpur railway (*metre gauge*)	24·50
Total	910·05

The mean mileage worked during the year was 884·78 miles against 827·88 miles worked in the previous year. The increase was principally due to the opening of the Shivarampore-Faridpur section of the Rajbari-Faridpur branch (7·43 miles), Singhjani-Jagannathganj section (20·30 miles) of the Mymensingh-Jamalpur-Jagannathganj railway and Santahar-Bogra section (24·50 miles) of the Brahmaputra-Sultanpur railway, during the year.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	827·88	3,719,730	1,47,25,539	63,86,261	83,39,278	43·37	329	7·06
1899	884·78	3,990,772	1,57,15,236	73,57,614	83,57,622	46·82	329	6·66
Increase or decrease	+56·90	+271,042	+9,89,697	+9,71,353	+18,344	+3·45	...	−0·40
Percentage of increase	6·87	7·28	6·72	15·21	0·22	...	...	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	50,40,129	53,38,245	2,98,116
Goods	87,23,093	92,33,926	5,10,833
Electric telegraph	32,316	33,906	1,590
Steam-boat	4,90,610	5,74,245	83,635
Sundries	4,39,391	5,34,914	95,523
TOTAL	1,47,25,539	1,57,15,236	9,89,697

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	46,309	1,66,820	125,957	2,07,280	892,770	4,58,427	9,427,919	37,05,747	10,492,955	45,38,274
1899	48,687	1,67,682	124,563	2,06,951	935,845	4,48,410	10,257,756	39,32,061	11,366,851	47,55,104
Increase or decrease	+2,378	+862	−1,394	−329	+43,075	−10,017	+829,837	+2,26,314	+873,898	+2,16,830

The increase in the passenger earnings was chiefly due to a general development of traffic on the opening of the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways and to through booking with the Ranaghat-Krishnagar Light railway.

There was an increase under "Parcels for the public", due to an improvement in the fish traffic.

The average sum received for carrying a passenger one mile amounted to 2·68 pies against 2·69 pies in the previous year.

The coaching earnings per passenger train mile were R2·83 against R2·75.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,296,632	80,31,373	1,410,859	85,21,824	+114,227	+4,90,451
Military stores	210	746	179	1,074	—31	+328
Railway materials for construction (Home line only)	130,108	1,85,889	129,084	1,95,775	—1,024	+9,886
Coal and coke for the public and foreign railways	230,786	2,18,459	218,394	1,78,237	—12,392	—40,222
Coal and coke for construction (Home line only)	...	...	89	37	+89	+37
Coal and coke for revenue only	105,910	1,01,247	129,963	1,23,831	+24,053	+22,584
Revenue stores other than coal and coke	68,878	97,190	90,640	1,31,492	+21,762	+34,302
Live-stock	289	4,464	355	3,769	+66	—695
Rents, miscellaneous, etc.	...	83,725	...	77,888	...	—5,837
TOTAL	1,832,813	87,23,093	1,979,563	92,33,927	+146,750	+5,10,834

The noticeable increases under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	135,446	4,57,097
Railway plant and rolling-stock	11,607	71,544
Tobacco	3,236	44,681

Grain and pulse and tobacco.—The increase was chiefly due to a good demand in the market.

Railway plant and rolling-stock.—The increase was due to the heavy despatches for the Cooch Behar, Bengal Dooars and Brahmaputra-Sultanpur railways.

The average sum received for carrying a ton of goods one mile amounted to 8·15 pies against 8·39 pies in the previous year.

The goods earnings per goods train-mile were ₹4·51 against ₹4·62.

Working expenses.

The following table compares the working expenses of the Eastern Bengal State railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	15,62,615	10·61	20,92,481	13·40	+5,29,866	+2·79
Locomotive expenses	14,10,206	9·57	15,43,874	9·89	+1,33,668	+0·32
Carriage and wagon expenses	5,06,288	3·44	6,44,480	4·13	+1,38,192	+0·69
Traffic expenses	15,80,779	10·73	16,68,836	10·69	+88,057	—0·04
General charges	6,39,127	4·34	6,68,437	4·28	+29,310	—0·06
Steam-boat service	3,65,099	2·48	3,81,252	2·44	+16,153	—0·04
Special and miscellaneous expenditure	3,18,700	2·17	3,11,994	2·00	—6,706	—0·17
TOTAL	63,82,814	43·34	73,11,354	46·83	+9,28,540	+3·49
Add—Total working expenses of the Mymensingh-Jamalpur-Jagannathganj railway @ 45 per cent. of the gross earnings	3,447	45·00	29,925	45·00	+26,478	...
Total working expenses of the Brahmaputra-Sultanpur railway	...	...	16,336	45·00	+16,336	+45·00
GRAND TOTAL	63,86,261	43·37	73,57,615	46·82	+9,71,354	3·45

The increase under "Maintenance of way, works and stations" was chiefly due to the strengthening of gangs for ballasting the line and for putting in a large number of Denham-Olphert patent sleepers in the Calcutta district, to heavier repairs to bridges, and to new girders used in strengthening them and extensive repairs of stations and buildings.

The increase under "Locomotive expenses" was due to the increased train-mileage run, to the issue of repaired boilers, and to heavy repairs to workshop tools and machinery.

The increase under "Carriage and wagon expenses" was due to heavy repairs to coaching and goods vehicles, and to large debits for damage to foreign railway goods vehicles in the accident near Ichamutty bridge, on the Eastern section.

The increase under "Traffic expenses" was due to the opening of a new District office at Chitpore, to an increase in the subordinate superintendence, to the strengthening of district offices, and to the opening of the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Calcutta Port Commissioners' railway (standard gauge).

10. The open mileage of the railway is the same as in the previous year, as shown below:

	Miles.
Cossipore to Kidderpore docks	6·22
Shalimar branch line from Telkul Ghât Road to Bhurpara Khal at Shalimar	2·31
TOTAL	8·53

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	8·53	...	4,28,262	2,78,682	1,49,580	65·07	966	2·09
1899	8·53	...	4,46,546	2,54,090	1,92,456	56·90	1,007	2·67
Increase or decrease	...	...	+18,284	—24,592	+42,876	—8·17	+41	+0·58
Percentage of increase or decrease	...	...	+4·27	—8·82	+28·66	...	+4·24	...

Gross earnings.

There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table:

	Previous year.	1899.	Increase.
	₹	₹	₹
Goods	3,65,187	3,83,203	18,016
Sundries	63,075	63,343	268
TOTAL	4,28,262	4,46,546	18,284

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	696,129	3,63,389	823,182	3,79,055	+127,053	+15,666
Coal and coke for the public and foreign railways	15,569	5,616	20,944	7,815	+5,375	+2,199
TOTAL	711,698	3,69,005	844,126	3,86,870	+132,428	+17,865
Less—Outstandings irrecoverable	...	*3,818*	...	*3,667*	...	*—151*
NET TOTAL	711,698	3,65,187	844,126	3,83,203	+132,428	+18,016

*No record of train-mileage is kept.

The increase under "Merchandise, general," was chiefly due to larger receipts from grain and pulse and sugar.

Sundries.—The increase was due to an improvement in the receipts from the Shalimar branch.

Working expenses.

The following table shows the working expenses of the railway during 1899, as compared with the previous year:

	Previous year.		1899.		Decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	40,548	9·47	34,324	7·69	6,224	1·78
Locomotive expenses	47,950	11·19	42,572	9·53	5,378	1·66
Carriage and wagon expenses	27,341	6·38	20,752	4·65	6,589	1·73
Traffic expenses	1,31,746	30·76	1,27,991	28·66	3,755	2·10
General charges	22,564	5·27	19,954	4·47	2,610	0·80
Special and miscellaneous expenditure	8,533	2·00	8,497	1·90	36	0·10
TOTAL	2,78,682	65·07	2,54,090	56·90	24,592	8·17

The decrease under "Maintenance of way, works and stations" was chiefly on account of less expenditure under "Maintenance and renewal of permanent-way" and "New minor works."

The decrease under "Locomotive expenses" and "Carriage and wagon expenses" was due to less repairs of locomotives and vehicles.

The decrease under "Traffic expenses" was due to less expenditure under "Station staff" and "Printing, stationery and tickets."

The decrease under "General charges" was due to non-payment for rent of godowns in 1899.

East Coast State railway system (standard and metre gauges).

11. The open mileages of the several sections are as follows:

	Miles.
Main line	757·62
Bezwada station to distant signal of the Bezwada extension	0·39
Cocanada branch	9·93
Waltair-Vizagapatam branch	5·14
Puri branch	27·18
Bezwada to Kistna Canal Junction (mixed gauge)	2·66
Kistna Canal Junction to Tadêpalli (metre gauge)	0·33
Total	803·25

The mean mileage worked during the year 1899 was 786·69 miles against 546·07 miles in the previous year. The increase was due to the working throughout the year of the Nellore-Kistna Canal junction and Nellore-Gudur sections (179·50 miles), to the opening of the Ennúr-Gudur section (74·60 miles) on the 23rd February, and to the transfer of the working of the Washermenpet-Ennúr section (7·00 miles) from the Madras railway from the 1st July 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earnings on total capital outlay, including steamboat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	546·07	934,010	27,66,678	21,15,285	6,51,393	76·46	95	0·88
1899	786·69	1,492,919	43,42,014	28,26,932	15,15,082	65·11	104	1·85
Increase or decrease	+240·62	+558,909	+15,75,336	+7,11,647	+8,63,689	—11·35	+9	+0·97
Percentage of increase	44·06	59·84	56·94	33·64	132·59	...	9·47	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease
	₹	₹	₹
Coaching	14,05,366	21,31 953	+7,26,587
Goods	11,76,412	20,54,015	+8,77,603
Electric telegraph	10,495	15,730	+5,235
Steam-boat	68,592	74,101	+5,509
Sundries	1,05,813	66,215	—39,598
TOTAL	27,66,678	43,42,014	+15,75,336

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	4,857	29,902	19,385	29,985	7,970	9,707	2,706,041	12,48,504	2,738,253	13,18,098
1899	6,805	51,703	29,021	63,872	10,006	19,581	3,720,046	18,56,459	3,765,878	19,91,615
Increase	1,948	21,801	9,636	33,887	2,036	9,874	1,014,005	6,07,955	1,027,625	6,73,517

The increase in the passenger traffic was due to the opening of the Bezwada-Madras section, to the improved facilities afforded in the shape of more convenient timings, to the larger attendance at the Puri fair, and to the introduction of third class return tickets at a fare and a half available for 10 days on the Pithapuram-Ellore section.

Under "Other coaching traffic" there was an increase of ₹53,069, chiefly under "Passengers' luggage" and "Parcels," due to the additional mileage worked.

The average sum received for carrying a passenger one mile amounted to 2·60 pies against 2·40 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·38 against ₹2·97.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	355,531	9,66,352	526,573	14,37,366	+171,042	+4,71,014
Military stores	3	127	124	3,283	+121	+3,156
Railway materials for construction (Home line only)	50,041	73,967	150,204	1,67,252	+100,163	+93,285
Coal and coke for the public and foreign railways	6,404	17,240	97,719	3,12,161	+91,315	+2,94,921
Coal and coke for revenue only	38,107	69,211	41,163	63,824	+3,056	—5,387
Revenue stores other than coal and coke	47,393	34,632	36,169	50,415	—11,224	+15,783
Live-stock	24	598	18	599	—6	+1
Rents, miscellaneous, etc.	...	14,285	....	19,115	...	+4,830
TOTAL	497,503	11,26,412	851,970	20,54,015	+354,467	+8,77,603

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Cotton, manufactured	3,606	29,259
Dyes and tans	6,638	35,250
Grain and pulse	73,974	1,93,931
Metals	31,497	45,001
Salt	18,299	32,484
Spices	6,356	28,437
Stone and lime	38,055	51,573
	Decrease.	
Railway plant and rolling-stock	44,693	1,40,248

Cotton, manufactured.—The increase was chiefly in bookings from Bombay *viâ* the Nizam's Guaranteed State railway to Vizianagram and Berhampore.

Dyes and tans.—The increase was due to larger despatches of tanning bark and indigo, chiefly from Bezwada to stations on the Madras and South Indian railways.

Grain and pulse.—The increase was due to large bookings, chiefly of rice, owing to scarcity in the Nizam's Dominions and in the Bombay Presidency.

Metals.—The increase was chiefly due to increased bookings of Manganese ore from Garividi to Vizagapatam for shipment.

Salt.—The increase was chiefly due to the opening of new salt stations on the Bezwada-Madras section and to increased bookings from Humma, Naupada, and Waltair.

Spices.—The increase was mainly due to large bookings of chillies and betel nuts.

Stone and lime.—The increase was due to larger despatches from Ellore and Kistna Canal junction for the Gódávari bridge works.

Railway plant and rolling-stock.—The decrease was due to the completion of the Bezwada-Madras and Bengal-Nágpur railways.

The increase under "Railway materials for construction" was due to the running of ballast trains on the Bezwada-Madras section.

The increase under "Coal and coke for the public and foreign railways" was due to the bookings of Singareni coal for the Madras and South Indian railways, Gódávari bridge, and for the public in Madras.

The average sum received for carrying a ton of goods one mile amounted to 4·23 pies against 4·39 pies in the previous year.

The goods earnings per goods train-mile were R2·38 against R2·55.

Sundries.—The decrease was mainly due to no vehicles having been hired by the Bezwada-Madras section, and to the write-back of unpaid security deposits of contractors erroneously credited to this head.

Working expenses.

The following table shows the working expenses of the railway during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	5,10,317	18·45	6,96,997	16·05	+1,86,680	—2·40
Locomotive expenses	6,72,427	24·30	8,99,473	20·72	+2,27,046	—3·58
Carriage and wagon expenses	1,33,602	4·83	1,77,438	4·09	+43,836	—0·74
Traffic expenses	3,67,113	13·27	5,27,332	12·14	+1,60,219	—1·13
General charges	3,18,031	11·50	3,97,142	9·15	+79,111	—2·35
Steam-boat service	84,206	3·04	59,193	1·36	—25,013	—1·68
Special and miscellaneous expenditure	29,589	1·07	69,357	1·60	+39,768	+0·53
Total	21,15,285	76·46	28,26,932	65·11	+7,11,647	—11·35

The increase under "Maintenance of way, works and stations" was chiefly due to the employment of additional engineering establishment and permanent-way gangs owing to the opening of the Bezwada-Madras section, and to heavier renewals of permanent-way materials.

The increase under "Locomotive expenses" was due to the transfer of an Assistant Locomotive Superintendent to the line, to new appointments of subordinates for the Bezwada-Madras section, and to the increased train-mileage run.

The increase under "Traffic expenses" was due to the transfer of three additional gazetted officers and one Traffic Inspector to this line, to the employment of an additional District Traffic Superintendent, to the formation of district offices and to the entertainment of additional establishment owing to the opening of the Bezwada-Madras section.

The increase under "General charges" was due to the entertainment of additional staff, and to increased charges for rent, maintenance and inspection of Government telegraph department.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, Part I of the Administration Report.

Great Indian Peninsula railway system (standard gauge.)

12. The open mileages of the several sections are as follows:

	Miles.
Great Indian Peninsula railway	1,288·00
Wardha Coal railway	44·88
Dhond and Manmád railway	145·44
Khámgaon railway	7·55
Amráoti railway	5·44
	1,491·31

The mean mileage worked during the year 1899 was 1,491·31 miles, the same as in the previous year.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		£	
Previous year	1,491·31	9,449,423	3,48,77,496	2,03,19,267	1,45,58,229	58·26	450	4·88
1899	1,491·31	9,453,932	3,58,09,430	1,95,38,849	1,62,70,581	54·56	462	5·46
Increase or decrease	....	+4,509	+9,31,934	−7,80,418	+17,12,352	−3·70	+12	+0·58
Percentage of increase or decrease	....	+0·05	+2·67	−3·85	+11·76	...	+2·67	...

Surplus profits.

The divisible surplus profits of the first-half of 1899 at the date of the submission of the accounts amounted to ₹35,43,144 against ₹27,03,895 in the first-half of the previous year, showing an improvement of ₹8,39,249. There were no surplus profits in the second-half of 1899, the net earnings, amounting to ₹56,97,218, having fallen short of the guaranteed interest by ₹7,85,097.

After deducting from the net earnings of the year the Company's moiety of surplus profits, charges for guaranteed interest, together with interest on over-drawn capital, and contribution to the Provident Fund, the net result showed a gain to the State of ₹10,01,868 against a loss for the previous year of ₹1,89,310.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	70,50,427	82,11,223	+11,60,796
Goods	2,74,61,611	2,72,15,866	−2,45,745
Electric telegraph	70,381	78,884	+8,503
Sundries	2,95,077	3,03,457	+8,380
TOTAL	3,48,77,496	3,58,09,430	+9,31,934

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, by mail.		Third class, by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	107,087	5,22,355	882,562	2,84,044	321,916	5,56,773	12,939,864	36,03,715	14,251,429	54,68,887
1899	111,632	5,55,070	946,789	8,45,123	364,417	6,52,412	14,721,669	43,07,430	16,144,507	63,60,035
Increase	4,545	32,715	64,227	64,079	42,501	95,639	1,781,805	7,03,715	1,893,078	8,96,148

* Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

The increase was due to the modification of the plague regulations.

There were increases also under "Passengers' luggage," chiefly due to the increase in the passenger traffic; under "Military horses," to the large number of horses and mules booked from various parts of India to Bombay for transport to South Africa; and under "Parcels for the public," to the large consignments of Commissariat stores, corn, fodder, etc., booked by passenger train for shipment to South Africa and to the increased traffic in fruit and vegetables.

The average sum received for carrying a passenger one mile was pies 2·34, the same as in the previous year.

The coaching earnings per passenger train-mile were R1·98 against R1·68.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	2,056,019	2,52,56,852	2,279,233	2,54,05,129	+223,214	+1,48,277
Military stores	8,358	1,65,208	8,583	2,03,414	+225	+38,206
Railway materials for construction (Home line only)	38,785	24,267	52,930	71,706	+14,145	+47,439
Coal and coke for the public and foreign railways	229,257	8,64,599	137,781	3,22,540	—91,476	—5,42,059
Coal and coke for construction (Home line only)	75	92	430	590	+355	+498
Coal and coke for revenue only	224,509	4,97,024	246,234	5,39,269	+21,725	+42,245
Revenue stores other than coal and coke	278,855	4,24,568	258,298	3,57,358	—20,557	—67,210
Live-stock	10,160	1,85,936	13,372	2,46,804	+3,212	+60,868
Rents, miscellaneous, etc.	...	43,065	...	69,056	...	+25,991
TOTAL	2,846,018	2,74,61,611	2,996,861	2,72,15,866	+150,843	—2,45,745

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	₹
Drugs and chemicals	11,743	1,33,633
Grain and pulse	158,236	11,99,352
Railway plant and rolling-stock carried for the public and foreign railways	9,706	1,22,530
Salt	5,545	...
	Decrease.	
Cotton, raw	5,308	3,44,275
Cotton, manufactured	6,095	1,80,721
Oil-seeds	47,450	6,34,664
Salt	...	1,12,152
Sugar	5,934	2,74,052

Drugs and chemicals.—The increase was due to the increased bookings of Mowha seed, from the East Indian and Indian Midland railways and from Itarsi.

Grain and pulse.—The increase was due to the movements of food grains into the famine-stricken districts, chiefly of jawar and bajra from the Madras, Nizam's and Southern Mahratta railways, and from the Berars and stations on the South-East Line to Bombay and thence to other districts, and of Rangoon rice from Bombay to the districts served by this railway.

Railway plant and rolling-stock.—The increase was due to the bookings of materials for the Hyderabad-Gódávari Valley and Indian Midland railways.

Cotton, raw.—The decrease was due to the failure of crops in Khandesh and the Berars, owing to scanty monsoons and to the meagre demands from the mills.

Cotton, manufactured.—The decrease was due to smaller demands of twist and piece-goods from Bombay on account of famine.

Oil-seeds.—The decrease was chiefly in the traffic of linseed and rape and mustard seeds, *viâ* Itársi and *viâ* Jubbulpore, due to the failure of crops.

Salt.—The increase in tonnage is accounted for by a portion of the weight booked from the Concan district and *viâ* Dadar to Bori having been re-booked to places *viâ* Nágpur, but the decrease in the earnings is due to salt booked to *viâ* Raichur at a low rate.

Sugar.—The decrease was due to a falling off in the bookings of imported sugar from Bombay, and of country sugar from foreign railways, owing to famine.

The decrease under "Coal and coke for the public" was due to a falling off in the demand for Singareni coal at Bombay.

The average sum received for carrying a ton of goods one mile amounted to pies 6·99 against pies 7·07 in the previous year.

The goods earnings per goods train-mile were R5·14 against R5·22.

Working expenses.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	39,78,891	11·41	40,61,984	11·34	+83,093	—0·07
Locomotive expenses	74,70,044	21·42	78,27,214	21·86	+3,57,170	+0·44
Carriage and wagon expenses	36,93,204	10·59	23,71,736	6·62	—13,21,468	—3·97
Traffic expenses	29,91,137	8·57	30,75,874	8·59	+84,737	+0·02
General charges	13,40,587	3·84	13,09,530	3·66	—31,057	—0·18
Special and miscellaneous expenditure	8,45,404	2·43	8,92,511	2·49	+47,107	+0·06
TOTAL	2,03,19,267	58·26	1,95,38,849	54·56	—7,80,418	—3·70

The increase under "Maintenance of way, works and stations" was chiefly due to the grant of grain compensation allowance, to the bonus paid to gangmen in connection with the signallers' strike and to the replacement of 69 lbs. rails with 82 lbs. rails.

The increase under "Locomotive expenses" was due to the larger quantity of fuel consumed on account of the increased train-mileage run, to the higher issue rate for Bengal coal and to a larger number of engines renewed.

The decrease under "Carriage and wagon expenses" was principally due to a smaller number of goods vehicles repaired and renewed, to smaller debits in connection with the replacement of Cammell's axles and consequent falling off in loss by exchange on English stores issued.

The increase under "Traffic expenses" was chiefly due to the grant of grain compensation allowance to the menial staff, to increases and promotions, and to the bonus paid to the station and train staff who rendered assistance during the signallers' strike.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Bombay, Baroda and Central India railway system (standard gauge.)

13. The open mileages of the several sections are as follows:

	Miles.
Bombay, Baroda and Central India railway	460·90
Godhra-Rutlam-Nágdá railway	141·14
Nágdá-Ujjain railway	34·32
Gaekwar's Petlád railway	13·35
Tápti Valley railway—Kankrakhari to Nardána	138·88
TOTAL	788·59

The mean mileage worked during the year 1899 was 723·10 miles against 652·76 miles in the previous year. The increase was due to the opening of the following portions of the Tápti Valley railway:

Vyára to Chinchpáda	36·55 miles from the	5th June 1899.
Chinchpáda to Nandurbár	25·20 " " "	20th July "
Nandurbár to Dondaiche	21·44 " " "	10th November 1899.
Dondaiche to Nardána	19·78 " " "	25th " "

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	652·76	2,750,035	1,73,73,233	78,81,581	94,91,652	45·37	512	7·18
1899	723·10	3,148,498	1,91,89,677	91,27,997	1,00,61,680	47·57	510	6·85
Increase or decrease	+70·34	+398,463	+18,16,444	+12,46,416	+5,70,028	+2·20	—2	—0·33
Percentage of increase or decrease	+10·78	+14·49	+10·46	+15·81	+6·01	...	—0·39	...

Surplus profits.

The total amount payable to the Bombay, Baroda and Central India railway Company on account of surplus profits in comparison with 1898 is shown in the following table:

	1898.		1899.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	53,71,911	34,49,894	49,04,789	44,47,778
Deduct—				
Guaranteed interest	23,55,961	24,22,858	24,16,747	24,19,423
Interest on overdrawn capital	48,367	16,064	40,414	75,965
Contribution to the Provident Fund	...	88,305	...	93,843
TOTAL	24,04,328	25,27,227	24,57,161	25,89,231
Balance surplus profits	29,52,106†	9,16,691‡	24,43,140§	18,56,190‖
Moiety payable to the Company	14,76,053	4,58,346	12,21,570	9,28,095
Add—				
Guaranteed interest	23,55,961	24,22,858	24,16,747	24,19,423
(*a*) Total payable to the Company	38,32,014	28,81,204	36,38,317	33,47,518
Percentage on total capital bearing interest, *viz.*, ₹10,35,07,636 for the first-half of 1898 and ₹10,56,29,455 for the second-half of 1898, ₹10,76,47,636 for the first-half of 1899 and ₹10,82,66,356 for the second-half of 1899	3·70	2·73	3·38	3·09
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Rutlam-Nágdá railways (⅛th surplus profits)	7,42,260	3,30,874	6,61,490	8,50,769
TOTAL PAYABLE TO THE COMPANY (*a*+*b*)	45,74,274	32,12,078	42,99,807	41,98,287
Percentage on total capital bearing interest	4·42	3·04	3·99	3·88

The divisible surplus profits of the first-half of 1899 of the Bombay, Baroda and Central India railway at the date of the submission of the accounts amounted to ₹24,43,140 against ₹29,52,106 in the first-half of 1898, or ₹5,08,966 less. The surplus profits for the second-half of 1899 amounted to ₹18,56,190 against ₹9,16,691, in the second-half of 1898, an improvement of ₹9,39,499.

After deducting from the net earnings of the year, the Company's moiety of surplus profits and the adjustment of outstandings, and charges for guaranteed interest, contribution to the Provident Fund, and interest on overdrawn capital for the year, the net result showed a gain to the State of ₹21,49,665 against a gain of ₹19,04,241 in the previous year, an increase of ₹2,45,424.

* Including contribution to the Provident Fund.
† Excluding ₹15,477 appertaining to previous periods.
‡ Excluding ₹5,975 appertaining to previous periods.
§ Excluding ₹4,488 appertaining to previous periods.
‖ Excluding ₹2,357 appertaining to previous periods.

The following table compares the gross earnings under main heads with those of the previous year :

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	39,35,208	50,58,165	+11,22,957
Goods	1,28,80,379	1,37,45,050	+8,64,671
Electric telegraph	47,946	60,550	+12,604
Sundries	5,09,700	3,25,912	—1,83,788
TOTAL	1,73,73,233	1,91,89,677	+18,16,444

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	143,928	1,45,379	1,308,337	4,09,320	308,648	5,12,057	12,206,194	21,44,249	13,967,107	32,10,996
1899	156,249	1,63,855	1,466,066	5,30,158	387,555	6,66,054	14,839,656	30,08,988	16,849,526	43,69,055
Increase	12,321	18,485	157,729	1,20,838	78,907	1,53,997	2,633,462	8,64,739	2,882,419	11,58,059

The increase in the passenger traffic was due to the free movement of passengers, owing to the withdrawal of the plague restrictions, and to the season being considered propitious for the celebration of Hindu marriages.

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, 2·60 pies.

The coaching earnings per passenger train-mile averaged ₹3·34 against ₹3·21.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,745,906	1,18,68,597	1,838,597	1,24,12,286	+92,691	+ 5,43,689
Military stores	490	13,901	1,302	21,746	+812	+7,845
Railway materials for construction (Home line only)	258,562	2,00,861	297,378	2,54,668	+38,816	+53,807
Coal and coke for the public and foreign railways	49,654	2,37,302	68,382	2,90,239	+18,728	+52,937
Coal and coke for construction (Home line only)	8,976	15,124	16,802	28,120	+7,826	+12,996
Coal and coke for revenue only	55,548	1,06,793	103,157	1,96,658	+47,609	+89,865
Revenue stores other than coal and coke	78,284	88,950	101,420	1,08,150	+23,136	+19,200
Live-stock	17,371	3,29,802	27,282	4,19,865	+9,911	+90,063
Rents, miscellaneous, etc.	...	19,049	...	13,318	...	—5,731
TOTAL	2,214,791	1,28,80,379	2,454,320	1,37,45,050	+239,529	+8,64,671

The noticeable fluctuations of traffic under "Merchandise, general" occurred in the following commodities :

	Tons.	₹
	Increase.	
Cotton, raw	13,784	1,92,447
Grain and pulse	43,214	4,17,264
Hides and skins	11,884	1,29,097
All other articles of merchandise	72,716	2,36,529
	Decrease.	
Metals	6,015	1,23,997
Oil-seeds	20,607	1,91,250
Sugar	4,778	85,629

Cotton, raw.—The increase was mainly in the traffic received at Bombay *viâ* Sábarmati.

Grain and pulse.—The increase was chiefly in the traffic in rice, jawar and bajra carried locally and forwarded *viâ* Sábarmati and Godhra from Bombay, and in that exchanged with other foreign lines. There was, however, a heavy decrease under wheat traffic to Bombay booked locally and *viâ* Sábarmati and Godhra.

Hides and skins.—The increase was due to a larger export on account of heavy mortality among the cattle caused by the famine.

All other articles of merchandise.—The increase was due to large despatches of hay and grass to famine areas on account of scarcity.

Metals.—The decrease was in the traffic booked locally and forwarded *viâ* Sábarmati, chiefly from Bombay.

Oil-seeds.—The decrease was partly in the traffic booked locally and partly in that received at Bombay *viâ* Sábarmati and Godhra.

Sugar.—The decrease was partly in the traffic carried locally and partly in that forwarded *viâ* Sábarmati and Godhra, chiefly from Bombay.

The average sum received for carrying a ton of goods one mile amounted to 7·78 pies against 7·53 pies in the previous year.

The goods earnings per goods train-mile were R8·41 against R8·44.

Sundries.—The decrease was chiefly due to heavier recoveries in the previous year on account of supervision and commission charges for work done for the Tápti Valley and Rajpipla State railways and for the Bombay Municipality.

Working expenses.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	19,93,496	11·47	23,27,204	12·13	+3,33,708	+0·66
Locomotive expenses	28,33,750	16·31	33,04,969	17·22	+4,71,219	+0·91
Carriage and wagon expenses	9,95,019	5·73	14,44,516	7·53	+4,49,497	+1·80
Traffic expenses	11,10,280	6·39	11,46,558	5·97	+36,278	—0·42
General charges	6,16,245	3·55	6,09,866	3·18	—6,379	—0·37
Special and miscellaneous expenditure	3,32,791	1·92	2,94,884	1·54	—37,907	—0·38
Total	78,81,581	45·37	91,27,997	47·57	+12,46,416	+2·20

The increase under "Maintenance of way, works and stations" was mainly due to the outlay in the previous year having been reduced by a contribution from the Fire Insurance Fund towards the cost of renewing the Warren girder bridges.

The increase under "Locomotive expenses," was due to the increased train mileage run, to higher prices paid for coal, to heavier repairs to engines, and to the conversion of the cost of English stores at the prescribed rate of exchange instead of at the contract rate.

The increase under "Carriage and wagon expenses" was due to extensive repairs and renewals to coaching and goods stock, and to the cost of English stores having been paid at the prescribed rate of exchange.

Madras railway system (standard gauge).

14. The open mileages of the several sections are as follows:

	Miles.
Madras railway	843·40
Kolar Gold-fields railway	10·00
	853·40

The mean mileage worked during the year was 856·38 miles against 857·68 miles in the previous year. The decrease was due to the transfer to the East Coast State railway of the Washermenpet-Ennur section (8·45 miles) from the 1st July 1899. The Ranipet Branch (4·17 miles) was, however, opened to traffic from the 17th April 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings	Working expenses. *	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	857·68	2,609,546	1,09,68,550	54,55,484	55,13,066	49·74	246	4·47
1899	856·38	2,695,854	1,07,72,971	56,77,726	50,95,245	52·70	242	4·13
Increase or decrease	—1·30	+95,308	—1,95,579	+2,22,242	—4,17,821	+2·96	—4	—0·34
Percentage of increase or decrease	—0·15	+3·66	—1·78	+4·07	—7·58	...	—1·63	...

Surplus profits.

There were no surplus profits during the year, the net earnings, amounting to ₹ 50,49,731, having fallen short of the guaranteed interest and contribution to the Provident Institution by ₹8,10,373.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	40,99,357	36,14,784	—4,84,573
Goods	66,52,261	69,04,795	+2,52,534
Electric telegraph	17,351	16,946	—405
Sundries	1,99,581	2,36,446	+36,865
TOTAL	1,09,68,550	1,07,72,971	—1,95,579

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	25,058	2,01,378	112,723	2,56,743	9,121,191	30,33,276	9,258,972	34,91,397
1899	24,404	2,00,089	125,940	2,86,616	7,902,740	25,27,097	8,053,084	30,13,802
Increase or decrease	—654	—1,289	+13,217	+29,873	—1,218,451	—5,06,179	—1,205,888	—4,77,595

The decrease in the third class traffic was due to plague restrictions.

The average sum received for carrying a passenger one mile amounted to 2·36 pies against 2·31 pies in the previous year.

The coaching earnings per passenger train-mile were R2·93 against R 3·26.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	786,082	56,02,154	851,811	58,77,948	+65,729	+2,75,794
Military stores	1,932	75,634	1,848	59,871	—84	—15,963
Railway materials for construction (Home line only)	2,996	9,473	4,725	24,309	+1,729	+14,836
Coal and coke for the public and foreign railways	170,543	7,58,564	189,183	7,17,810	+18,640	—40,754
Coal and coke for revenue only	15,345	35,036	25,297	44,762	+9,952	+9,726
Revenue stores other than coal and coke	195,562	1,20,463	246,234	1,08,825	+50,672	—11,638
Live-stock	1,370	29,592	1,545	46,180	+175	+16,588
Rents, miscellaneous, etc.	...	21,145	...	25,090	...	+3,945
TOTAL	1,173,830	66,52,261	1,320,643	69,04,795	+146,813	+2,52,534

* Including contribution to the Provident Fund.

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. R
Cotton, raw	7,704	82,012
Grain and pulse	50,773	1,87,499
Salt	3,939	55,635
	Decrease.	
Provisions	1,601	28,081
Sugar	14,829	34,351

Cotton, raw.—The increase was due to larger despatches of pressed cotton from Adoni, Yerraguntla, Ráichúr and the Southern Mahratta railway to Madras.

Grain and pulse.—The increase was due to larger despatches from and to local stations and stations on the East Coast State, South Indian, Great Indian Peninsula and Southern Mahratta railways.

Salt.—The increase was mainly in local traffic from Salt Cotaurs and in through traffic from the Great Indian Peninsula railway and beyond *viâ* Ráichúr.

Provisions.—The decrease was chiefly due to smaller despatches from and to local stations and to stations on the South Indian railway.

Sugar.—The decrease was due to a falling off in the local traffic and in that with foreign lines.

The average sum received for carrying a ton of goods one mile amounted to 8·32 pies against 8·35 pies in the previous year.

The goods earnings per goods train-mile were R4·73 against R4·95.

Working expenses.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

	Previous year. Amount.	Previous year. Per cent. on gross earnings.	1899. Amount.	1899. Per cent. on gross earnings.	Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	R		R		R	
Maintenance of way, works and stations	12,78,668	11·66	12,03,092	11·17	—75,576	—0·49
Locomotive expenses	20,63,323	18·81	24,04,770	22·32	+3,41,447	+3·51
Carriage and wagon expenses	4,76,721	4·35	4,59,706	4·27	—17,015	—0·08
Traffic expenses	8,71,137	7·94	8,67,041	8·05	—4,096	+0·11
General charges	5,72,964	5·22	5,90,752	5·48	+17,788	+0·26
Special and miscellaneous expenditure	1,92,671	1·76	1,52,365	1·41	—40,306	—0·35
TOTAL	54,55,484	49·74	56,77,726	52·70	+2,22,242	+2·96

The decrease under "Maintenance of way, works and stations" was due to smaller expenditure for maintenance materials, and to a decrease in the charge for loss by exchange and in the amount of English stores used.

The increase under "Locomotive expenses" was due to increased engine mileage and to the debit of cost of six new locomotive engines with loss by exchange thereon.

The decrease under "Special and miscellaneous expenditure" was due to the payment of a larger sum for special contribution to the provident fund during the previous year.

The Nizam's Guaranteed State railway system (standard gauge).

15. The railway system consists of:

	Miles.
The Nizam's Guaranteed State railway	330·13
Bezwada extension of the East Coast State railway	20·58
TOTAL	350·71

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	354·70	948,451	40,76,673	17,06,703	23,69,970	41·87	221	5·57
1899	354·70	953,465	44,22,373	17,36,962	26,85,411	39·28	240	6·23
Increase or decrease	...	+ 5,014	+ 3,45,700	+ 30,259	+ 3,15,441	—2·59	+ 19	+ 0·66
Percentage of increase	...	0·53	8·48	1·77	13·31	...	8·60	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	8,43,679	8,85,198	41,519
Goods	31,45,227	34,21,651	2,76,424
Electric telegraph	18,367	20,753	2,386
Sundries	69,400	94,771	25,371
TOTAL	40,76,673	44,22,373	3,45,700

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail train.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	7,740	54,722	35,442	73,238	252,887	1,15,868	913,076	4,73,848	1,209,145	7,21,676
1899	9,346	56,285	43,494	84,657	256,438	1,16,973	921,566	4,97,497	1,230,844	7,55,412
Increase	1,606	1,563	8,052	11,419	3,551	1,105	8,490	19,649	21,699	33,736

The increase was chiefly due to the movements of the staff of His Highness the Nizam's medical department who were detailed for plague inspection in trains between Wádi and Khammameth, to the booking of passengers from the Great Indian Peninsula railway to Hyderabad, and to the increased traffic from and *viâ* Wádi and Bezwada.

The average sum received for carrying a passenger one mile amounted to 2·38 pies against 2·37 pies in the previous year.

The coaching earnings per passenger train-mile were R3·96 against R3·75.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	268,893	16,40,714	296,762	19,92,319	+27,869	+3,51,605
Military stores	688	10,102	1,126	20,440	+438	+10,338
Railway materials for construction (Home line only)	22,753	15,222	66,455	88,520	+43,702	+73,298
Coal and coke for the public and foreign railways	342,956	13,80,052	325,665	12,18,834	—17,291	—1,61,218
Coal and coke for construction (Home line only)	79	285	4,164	15,473	+4,085	+15,188
Coal and coke for revenue only	32,786	49,536	31,195	45,752	—1,591	—3,784
Revenue stores other than coal and coke	128,406	27,082	149,791	28,088	+21,385	+1,006
Live-stock	396	7,449	259	6,384	—47	—1,065
Rents, miscellaneous, etc.	...	14,785	...	5,841	...	—8,944
TOTAL	796,867	31,45,227	875,417	34,21,651	+78,550	+2,76,424

* Including 3·10 miles of the home line worked over twice by each train and 0·89 mile of the East Coast State railway from the distant signal at Bezwada to the Bezwada station worked over.

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	26,625	2,19,801
Provisions	2,830	18,545
Spices	3,384	46,009
	Decrease.	
Timber	8,773	26,874

Grain and pulse.—The increase was due to the increased traffic in jawar and bajra received at or *viâ* Bezwada, Khammameth and Warangal and forwarded to foreign lines *viâ* Wádi, and in rice and other grains from the East Coast districts to Hyderabad, Secunderabad and the Great Indian Peninsula railway and railways beyond.

Provisions.—The increase was chiefly due to imports of cocoanuts from the East Coast State railway to Secunderabad and the Great Indian Peninsula railway and from Secunderabad *viâ* Bezwada.

Spices.—The increase was chiefly due to large despatches of chillies from Bezwada to stations on the Great Indian Peninsula railway.

Timber.—The decrease was due to a falling off in the traffic from the Great Indian Peninsula and East Coast State railways to Secunderabad.

The increase under "Railway materials for construction (Home line only)" was chiefly due to the materials carried for the Hyderabad-Gódávari Valley railway.

The decrease under "Coal and coke for the public and foreign railways" was due to smaller despatches from Yellandu to Wari Bunder and Colaba, to less bookings to stations on the Southern Mahratta railway *viâ* Bezwada and to the change in the direction of the traffic by a shorter route *viâ* Bezwada instead of *viâ* Wádi.

The average sum received for carrying a ton of goods one mile amounted to 5·42 pies against 5·15 pies in the previous year.

The goods earnings per goods train-mile were ₹4·69 against ₹4·35.

Sundries.—The increase from this source was chiefly from "Rent of stations jointly occupied."

Working expenses.

The following table compares the working expenses of the railway system during 1899 with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,63,956	11·38	4,71,919	10·67	+7,963	0·71
Locomotive expenses	5,02,132	12·32	5,43,350	12·29	+41,218	0·03
Carriage and wagon expenses	1,28,504	3·15	1,14,670	2·59	—13,834	0·56
Traffic expenses	2,65,150	6·51	2,74,414	6·21	+9,264	0·30
General charges	2,66,957	6·55	2,69,789	6·10	+2,832	0·45
Special and miscellaneous expenditure	80,004	1·96	62,820	1·42	—17,184	0·54
TOTAL	17,06,703	41·87	17,36,962	39·28	+30,259	2·59

The increase under "Maintenance of way, works and stations" was chiefly due to renewals of steel sleepers on the Gollágúdá-Vikarabad section.

The increase under "Locomotive expenses" was principally due to the cost of one new locomotive engine which was charged to revenue.

The decrease under "Carriage and wagon expenses" was chiefly due to less outlay on repairs of vehicles and to the decrease under "New minor works".

The increase under "Traffic expenses" was chiefly due to the increase in the salary of the Deputy Traffic Manager, to the appointment of extra guards and to printing charges, stationery and tickets.

The decrease under "Special and miscellaneous expenditure" was chiefly due to less expenditure under "Mileage and demurrage of foreign stock" and "Loss by exchange."

Bengal and North-Western railway system* (metre gauge).

16. The open mileages of the two sections are as follows:

	Miles.
Tirhoot State railway, Government section	341·80
Bengal and North-Western railway, Company's section	743·00
	1,084·80

The mean mileage worked during the year 1899 was 1,048·72 miles against 888·60 miles in the previous year. The increase was due to the opening of the following lengths of line:

	Opened on	Miles.
Mau to Benares City	15th March 1899.	55·56
Ghazipur Ghat branch		28·37
Kopaganj to Ballia		37·61
Revelganj to Manghi Ghat		3·71
Benares City to Benares Cantonment	1st April 1899	2·50
Ballia to Chaudeara Ghat	12th May 1899	29·00

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	888·60	2,275,042	64,76,030	28,08,558	36,67,472	43·37	129	5·47
1899	1,048·72	2,824,837	77,69,669	36,25,976	41,43,693	46·67	132	5·31
Increase or decrease	+160·12	+549·795	+12,93,639	+8,17,418	+4,76,221	+3·30	+3	−0·18
Percentage of increase	18·02	24·17	19·98	29·10	12·98	...	2·33	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year	1899.	Increase.
	₹	₹	₹
Coaching	24,57,896	27,50,595	2,92,699
Goods	32,49,165	41,36,297	8,87,132
Electric telegraph	29,405	33,478	4,073
Steam-boat	5,05,916	5,81,354	75,438
Sundries	2,33,648	2,67,945	34,297
TOTAL	64,76,030	77,69,669	12,93,639

* Excluding the Segowlie-Raxaul railway, as complete information is not available.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	16,495	52,341	24,559	41,640	62,240	42,339	6,143,734	21,67,613	6,247,028	23,03,933
1899	17,382	50,656	25,236	41,933	65,549	45,258	6,974,810	24,41,512	7,082,977	25,79,359
Increase or decrease	+837	—1,685	+677	+293	+3,309	+2,919	+831,076	+2,73,899	+835,949	+2,75,426

The improvement in the passenger traffic was chiefly due to the increase in the mileage worked, and to ordinary development.

The average sum received for carrying a passenger one mile amounted to 2·08 pies against 2·10 pies in the previous year.

The coaching earnings per passenger train-mile were R2·08 against R2·26.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	755,506	29,89,524	976,206	36,77,326	+220,700	+6,87,802
Military stores	26	83	22	54	—4	—29
Railway materials for construction (Home line only)	63,750	86,675	106,271	1,11,249	+42,521	+24,574
Coal and coke for the public and foreign railways	34,861	52,525	44,436	73,316	+9,575	+20,791
Coal and coke for construction (Home line only)	1,683	4,192	4,702	3,860	+3,019	—332
Coal and coke for revenue only	30,162	47,522	72,220	1,25,633	+42,058	+78,111
Revenue stores other than coal and coke	43,266	50,011	93,522	94,841	+50,256	+44,830
Live-stock	36	633	112	1,989	+76	+1,356
Rents, miscellaneous, etc.	...	18,000	...	48,029	...	+30,029
Total	929,290	32,49,165	1,297,491	41,36,297	+368,201	+8,87,132

The noticeable increases of traffic under "Merchandise, general" are noted below:

	Tons.	₹
Coal and coke carried for the public and foreign railways	9,575	20,790
Grain and pulse	168,066	5,09,252
Opium	2,178	40,450
Salt	4,690	21,768
Sugar	4,404	20,725

Coal and coke carried for the public and foreign railways.—The increase was principally due to a demand from indigo factories and for brick-burning purposes.

Grain and pulse.—The increase was principally due to the demand in Rajputana and other famine districts.

Opium.—The increase was due to rail connection with Ghazipur, where the opium factory is situated.

Salt.—The increase was principally due to the opening of extensions.

Sugar.—The increase under this head was due to the demand in the upper provinces and development of traffic carried *viâ* Burhwal.

The average sum received for carrying a ton of goods one mile amounted to 5·30 pies against 5·55 pies in the previous year.

The goods earnings per goods train-mile were R2·76 against R2·74.

Working expenses. The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount	Increase or decrease in percentage of expenses on gross earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		*R*		*R*	
Maintenance of way, works and stations	7,88,657	12·18	10,23,770	13·18	+2,35,113	+1·00
Locomotive expenses	5,81,698	8·98	8,25,330	10·62	+2,43,632	+1·64
Carriage and wagon expenses	1,45,478	2·25	1,92,551	2·48	+47,073	+0·23
Traffic expenses	4,91,243	7·59	5,60,393	7·21	+69,150	—0·38
General charges	4,04,466	6·24	4,54,408	5·85	+49,942	—0·39
Steam-boat service	2,51,368	3·88	2,43,596	3·14	—7,772	—0·74
Special and miscellaneous expenditure	1,45,648	2·25	3,25,928	4·19	+1,80,280	+1·94
TOTAL	28,08,558	43·37	36,25,976	46·67	+8,17,418	+3·30

The increase under "Maintenance of way, works and stations" was chiefly due to heavy expenditure incurred on the Tirhoot section in connection with the repairs of flood damages and to sums set aside for rebuilding iron pin girders and reconstructing buildings.

The increase under "Locomotive expenses" was chiefly due to heavier consumption of coal and to more repairs undertaken owing to the additional mileage run.

The increase under "Carriage and wagon expenses" was due to heavier repairs to coaching and goods stock.

The increases under "Traffic expenses" and "General charges" were due to the opening of the new extensions.

The increase under "Special and miscellaneous expenditure" was due to heavy charges for hire of rolling-stock belonging to the Hajipur-Katihar extensions, Bengal and North-Western railway extensions and Ganges-Gogra-Doab railways, and to larger amount charged to this head on account of loss on working the link than during 1898.

Rates and fares. The principal alterations in the passenger fare will be found noted in chapter X, Part I of the Administration Report.

Rajputana-Malwa railway system (metre gauge).

17. The open mileages of the several sections are as follows:

	Miles.
Rajputana-Malwa railway	1,672·47
Pálanpur-Deesa „	17·28
Ahmedabad-Paráutíj „	54·59
Gaekwar's Mehsana „	92·63
TOTAL	1,836·97

The mean mileage worked during the year 1899 was 1,837·70 miles against 1,838·44 miles in the previous year. The decrease was due to the dismantlement of 1·47 miles at Ujjain.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	*R*	*R*	*R*		*R*	
Previous year	1,338·44	5,891,668	2,15,24,872	92,18,394	1,23,06,478	42·83	225	8·89
1899	1,837·70	6,544,950	2,54,61,769	1,07,09,970	1,47,51,799	42·06	266	10·58
Increase or decrease	—0·74	+653,282	+39,36,897	+14,91,576	+24,45,321	—0·77	+41	+1·69
Percentage of increase or decrease	—0·05	+11·09	+18·29	+16·18	+19·87	...	+18·22	...

Surplus profits.

The divisible surplus profits for the first-half of 1899, at the date of the submission of the accounts, amounted to R33,07,452 against R37,11,300 in the first-half of the previous year, a decrease of R4,03,848. The surplus profits for the second-half of 1899 were R42,53,845 against R16,54,368 in the corresponding period of 1898, an improvement of R25,99,477.

After deducting from the net earnings of the year, the Company's share of surplus profits, charges for interest and adjustment on account of outstanding earnings, the net result showed a gain to the State for the year of R60,49,038 against a gain of R42,92,535 in the previous year, or an increase of R17,56,503.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	64,29,909	67,04,387	2,74,478
Goods	1,46,97,265	1,82,54,363	35,57,098
Electric telegraph	75,052	94,426	19,374
Sundries	3,22,646	4,08,593	85,947
TOTAL	2,15,24,872	2,54,61,769	39,36,897

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	20,343	1,24,835	89,257	2,15,566	224,684	2,38,458	10,202,543	50,30,861	10,536,827	56,09,660
1899	20,240	1,29,574	81,331	2,12,915	258,437	2,72,146	10,598,967	53,37,378	10,958,925	59,52,213
Increase or decrease	−103	+4,739	−7,926	−2,591	+33,753	+33,688	+396,424	+3,06,717	+422,148	+3,42,553

The increase in the passenger traffic was due to the withdrawal of the plague restrictions, to the larger attendance at *melas* and to the season being considered propitious for Hindu marriages.

There were, however, decreases under "Military baggage," and "Parcels."

The decrease under "Military baggage" was due to the return of troops from the Tirah expedition in the previous year, and that under "Parcels," chiefly to a decline in the traffic from *viâ* Ahmedabad to stations on the home line and to *viâ* Ferozepore.

The average sum received for carrying a passenger one mile amounted to pies 2·12 against pies 2·13 in the previous year.

The coaching earnings per passenger train-mile were R3·17 against R2·98.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	1,725,500	1,40,24,846	2,044,360	1,73,66,863	+318,860	+33,42,017
Military stores	6,606	1,13,333	6,412	89,909	−194	−23,424
Railway materials for construction (Home line only)	55,246	64,066	66,616	76,330	+11,370	+12,264
Coal and coke for the public and foreign railways	20,273	65,456	15,285	72,150	−4,988	+6,694
Coal and coke for construction (Home line only)	2,505	9,481	3,536	12,465	+1,031	+2,984
Coal and coke for revenue only	90,923	2,14,158	113,761	3,07,904	+22,838	+93,746
Revenue stores other than coal and coke	72,846	1,08,140	100,840	1,64,409	+27,994	+56,269
Live-stock	6,353	76,494	5,370	1,35,337	−983	+58,843
Rents, miscellaneous, etc.	...	21,291	...	28,996	...	+7,705
TOTAL	1,980,252	1,46,97,265	2,356,180	1,82,54,363	+375,928	+35,57,098

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Cotton, raw	14,025	3,01,204
Grain and pulse	2,88,893	24,95,773
Hides and skins	14,650	3,39,000
	Decrease.	
Cotton, manufactured	7,371	1,17,318
Metals	3,537	52,356
Oil-seeds	23,390	79,266
Salt	4,942	48,254
Sugar	9,902	30,807

Cotton, raw.—The increase was chiefly in the traffic carried locally and in that forwarded *vid* Sabarmati and Godhra.

Grain and pulse.—The increase was chiefly in the traffic carried locally and in that exchanged with foreign lines.

Hides and skins.—The increase was due to heavy mortality amongst cattle owing to famine.

Cotton, manufactured.—The decrease was chiefly in traffic booked locally received *vid* Sabarmati and Godhra, and in that exchanged with foreign lines.

Metals.—The decrease was chiefly in the traffic received *vid* Sabarmati.

Oil-seeds—The decrease was chiefly in the traffic forwarded *vid* Sabarmati and Godhra.

Salt.—The decrease was in the traffic carried locally.

Sugar.—The decrease was partly in the traffic carried locally and partly in that received *vid* Sabarmati and Godhra.

The average sum received for carrying a ton of goods one mile amounted to 6·81 pies against 6·63 pies in the previous year.

The goods earnings per goods train-mile were ₹4'12 against ₹3'93.

Sundries.—The increase was chiefly due to the adjustment of arrear charges for rents of stations jointly occupied, recovered from the East Indian and Indian Midland railways for certain works at Ujjaini, Agra, Delhi, and Cawnpore.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	19,90,933	9·25	27,25,749	10·70	7,34,816	+1·45
Locomotive expenses	33,76,625	15·69	39,69,417	15·59	5,92,792	—0·10
Carriage and wagon expenses	9,15,569	4·25	9,33,544	3·67	17,975	—0·58
Traffic expenses	16,28,547	7·57	16,36,025	6·43	7,478	—1·14
General charges	11,53,664	5·36	11,64,112	4·57	10,448	—0·79
Special and miscellaneous expenditure	1,53,056	0·71	2,81,123	1·10	1,28,067	+0·39
TOTAL	92,18,394	42·83	1,07,09,970	42·06	14,91,576	—0·77

The increase under "Maintenance of way, works and stations" was chiefly due to the payment of grain compensation allowance, to heavier expenditure on renewals of rails, sleepers and fastenings, and to relaying the line with 50 lb rails.

The increase under "Locomotive expenses" was mainly due to the increased train-mileage run, higher rate paid for coal and to the carriage of more coal during the year.

The increase under "Special and miscellaneous expenditure" was chiefly due to the share of earnings of the standard gauge link between Bhatinda and Ferozepore paid to the North Western State railway for working the link and to the payment of contribution to the Provident Fund at an enhanced rate.

Southern Mahratta railway system (metre gauge).

18. The open mileages of the several sections are as follows:

	Miles.
Southern Mahratta railway	1,042·04
Guntakal-Mysore frontier railway	119·50
Mysore section (Southern Mahratta) railway	296·00
Kolhápur railway	29·07
Yesvantpur-Mysore frontier railway	51·35
Mysore-Nanjangúd railway	15·80
Birur-Shimoga railway	38·50
TOTAL	1,592·26

The mean mileage worked during the year 1899 was 1,559·73 miles * against 1,556·20 miles * in the previous year. The increase was due to the opening of an extension from Nanjangúd station to Nanjangúd Town (0·55 mile) on the 12th July, and of the Birur-Shimoga railway (38·50 miles) on the 1st December 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked. *	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,556·20	2,708,281	71,70,269	50,31,208	21,39,061	70·17	89	1·72
1899	1,559·73	2,887,745	75,87,470	51,42,909	24,44,561	67·78	94	1·93
Increase or decrease	+3·53	+179,464	+4,17,201	+1,11,701	+3,05,500	—2·39	+5	+0·21
Percentage of increase	0·23	6·63	5·82	2·22	14·28	...	5·62	...

Surplus profits.

The divisible surplus profits of the Southern Mahratta railway, including the Mysore section, during the year 1899, after deducting contribution to the Provident Fund, amounted to ₹22,31,455 against ₹19,06,242 in the previous year, showing an increase of ₹3,25,213. The details by half-years and the amounts payable to the Company and Government are shown in the table below:

	Southern Mahratta railway.		Mysore section (Southern Mahratta).		TOTAL.	
	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
	₹	₹	₹	₹	₹	₹
1st-half	9,92,272	10,38,079	2,82,724	1,79,446	12,74,996	12,17,525
2nd-half	5,03,249	8,65,073	1,27,997	1,48,857	6,31,246	10,13,930
TOTAL	14,95,521	19,03,152	4,10,721	3,28,303	19,06,242	22,31,455
½ payable to Company	3,73,880	4,75,788	1,02,680	82,076	4,76,560	5,57,864
payable to Government	11,21,641	14,27,364	3,08,041	2,46,227	14,29,682	16,73,591

* Including 3·99 miles of the East Coast State railway worked over.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	21,45,752	19,84,789	—1,60,963
Goods	48,85,482	54,24,194	+5,38,712
Electric telegraph	37,229	38,266	+1,037
Sundries	1,01,806	1,40,221	+38,415
TOTAL	71,70,269	75,87,470	+4,17,201

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	16,209	96,486	47,917	1,14,001	3,781,543	16,01,365	3,845,669	18,11,852
1899	15,638	81,533	69,860	1,45,952	3,167,007	14,28,024	3,252,505	16,55,509
Increase or decrease	—571	—14,953	+21,943	+31,951	—614,536	—1,73,341	—593,164	—1,56,343

The decrease in the passenger traffic was chiefly due to the plague restrictions in the Mysore Province in the first-half of the year.

The average sum received for carrying a passenger one mile amounted to 2·21 pies against 2·18 pies in the previous year.

The coaching earnings per passenger train-mile were the same in both the years, *viz.*, R2·49.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	794,066	44,99,930	941,448	50,01,582	+147,382	+5,01,652
Military stores	1,137	19,422	888	9,979	—249	—9,443
Railway materials for construction (Home line only)	20,742	26,610	19,797	33,708	—945	+7,098
Coal and coke for the public and foreign railways	4,072	18,445	3,067	11,351	—1,005	—7,094
Coal and coke for revenue only	38,056	1,99,512	49,285	2,42,977	+11,229	+43,465
Revenue stores other than coal and coke	71,570	94,991	78,906	94,304	+7,336	—687
Live-stock	363	7,487	720	11,590	+357	+4,103
Rents, miscellaneous, etc.	...	19,085	...	18,703	...	—382
TOTAL	939,806	48,85,482	1,094,111	54,24,194	+164,105	+5,38,712

The noticeable fluctuations of traffic under "Merchandise, general" were as follows:

	Tons.	Increase. R
Grain and pulse	76,876	6,08,075
		Decrease.
Metals	7,104	64,712
Oils	2,478	40,082
Salt	5,900	45,812

Grain and pulse.—The increase was chiefly due to the movement of food stuffs on account of the famine.

Metals.—The decrease was mainly due to the carriage of iron pipes for the water-works at Bangalore during the previous year.

Oils.—The decrease was chiefly in the traffic in kerosine oil, due to a falling off in the inwards traffic *vid* Portuguese Frontier and Poona.

Salt.—The decrease was principally due to less imports *vid* Poona into the Mysore Province and the Bellary district.

The average sum received for carrying a ton of goods one mile amounted to 6·23 pies against 6·47 pies in the previous year.

The goods earnings per goods train-mile were R2·60 against R2·64.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,87,437	16·56	11,91,994	15·71	+4,557	—0·85
Locomotive expenses	15,37,250	21·44	16,49,799	21·74	+1,12,549	+0·30
Carriage and wagon expenses	4,28,407	5·98	4,81,783	6·35	+53,376	+0·37
Traffic expenses	8,30,655	11·58	8,43,114	11·11	+12,459	—0·47
General charges	8,97,412	12·52	8,15,004	10·74	—82,408	—1·78
Special and miscellaneous expenditure	1,50,047	2·09	1,61,215	2·13	+11,168	+0·04
TOTAL	50,31,208	70·17	51,42,909	67·78	+1,11,701	—2·39

The increase under "Locomotive expenses" was due partly to the increased train-mileage run, and partly to the carriage of a larger quantity of fuel for revenue purposes.

The increase under "Carriage and wagon expenses" was due to a large number of vehicles having been repaired and repainted, to fitting of glass windows and shutters to a large number of 3rd class carriages and of Jones' buffers to a large number of goods vehicles, and to the adjustment of the cost of 5 covered goods bogie under frames and fittings in replacement of wagons damaged in the accident at Phursangi.

The decrease under "General charges" was due to the adjustment in the previous year of the Company's share of the cost of the police force employed on the Mysore State railway from August 1889 to December 1894.

Rates and fares.

The principal alterations in goods rates will be found noted in Chapter X, Part I of the Administration Report.

South Indian railway system (metre gauge).

19. The open mileages of the several sections are as follows:

	Miles.
South Indian railway	1,030·53
Máyavaram-Mutupet railway	53·99
Pondicherry railway	7·80
Káraikkal-Peralam railway	14·45
TOTAL	1,106·77

The mean mileage worked during the year was 1,099·98 miles against 1,113·20 miles in the previous year. The decrease was due to the transfer to the East Coast State railway of the line from Gudur to Nellore (23·71 miles) from the 1st November 1898. The Negapatam-Nagore extension (4·49 miles) was, however, opened to traffic from the 1st December 1899 and the Pillaiyarpatti and certain other sidings (about 8·16 miles) were transferred to the main line on various dates during the year.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,113·20	3,489,288	87,65,343	48,13,118	39,52,225	54·91	151	5·05
1899	1,099·98	3,396,161	87,89,513	46,28,831	41,60,682	52·66	154	5·27
Increase or decrease	*—13·22*	*—93,127*	+24,170	*—1,84,287*	+2,08,457	*—2·25*	+3	+0·22
Percentage of increase or decrease	*—1·19*	*—2·67*	+0·28	*—3·83*	+5·27	...	+1·99	...

Surplus profits.

The divisible surplus profits for the first-half of 1899 of the South Indian railway proper amounted to ₹6,77,304 and those of the second-half to ₹9,40,121, making a total of ₹16,17,425 against ₹14,38,188 in the previous year, an improvement of ₹1,79,237.

The net earnings for the year 1899 of the South Indian railway proper were ₹40,33,220, and deducting therefrom the Company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident fund (the ordinary contribution to the fund being a debit to working expenses) and other incidental adjustments, the result was a gain to the State of ₹13,15,649 against ₹11,72,981 in the previous year, an improvement of ₹1,42,668.

Gross earnings.

The following table shows the gross earnings under main heads, as compared with the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	45,98,337	44,59,825	*—1,38,512*
Goods	38,99,935	41,99,110	+2,99,175
Electric telegraph	22,318	22,369	+51
Sundries	2,44,753	1,08,209	*—1,36,544*
TOTAL	87,65,343	87,89,513	+24,170

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		₹		₹		₹		₹
Previous year	23,891	82,652	118,563	1,59,636	12,755.013	40,93,932	12,897,467	43,36,220
1899	23,801	78,072	105,860	1,53,207	12,626,569	39,61,701	12,756,230	41,92,980
Decrease	*90*	*4,580*	*12,703*	*6,429*	*128,444*	*1,32,231*	*141,237*	*1,43,240*

The decrease was due to the plague precautionary measures, the unfavourable season for festivals and the transfer of the Nellore-Gudur section to the East Coast State railway.

The average sum received for carrying a passenger one mile amounted to pies 2·08, the same as in the previous year.

The coaching earnings per passenger train-mile were R2·61 against R2·37.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	860,979	36,96,256	877,198	39,99,381	+16,219	+3,03,125
Military stores	320	3,024	135	3,331	—185	+307
Railway materials for construction (Home line only)	119,218	16,136	132,722	26,268	+13,504	+10,132
Coal and coke for the public and foreign railways	13,255	17,644	26,906	39,458	+13,651	+21,814
Coal and coke for revenue only	29,085	33,056	48,059	47,165	+18,974	+14,109
Revenue stores other than coal and coke	679,542	1,02,941	433,649	54,353	—245,893	—48,588
Live-stock	860	8,291	810	5,931	—50	—2,360
Rents, miscellaneous, etc.	...	22,587	...	23,223	...	+636
Total	1,703,259	38,99,935	1,519,479	41,99,110	—183,780	+2,99,175

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Cotton, raw	4,809	49,633
Grain and pulse	8,971	80,130
Jute	2,896	28,763
Oils	3,119	16,300
Oil-seeds	3,674	15,279
Provisions	7,720	84,998
Spices	2,673	19,807
	Decrease.	
All other articles of merchandise	4,086	23,519

Cotton, raw.—The increase was under loose and pressed cotton from Trichinopoly and Virudupati to Tuticorin and Madras, owing to abundant crop.

Grain and pulse.—The increase was chiefly due to the despatch in large quantities of rice not in the husk from South Arcot, Madura and Tanjore, to Tinnevelly, where the crops were a partial failure, and to Negapatam and Tuticorin for shipment to Colombo, where the demand was large owing to favourable market prices.

Jute.—The increase was chiefly in hemp and other fibres.

Oils.—The increase was mainly in kerosine oil from Madras and Pondicherry to South Arcot, Tanjore and the Southern districts, and in groundnut-oil from Valavanur and Panruti to Madras, Pondicherry and Madura.

Oil-seeds.—The increase was chiefly in castor-oil seeds from the Pakala-Dharmavaram section and the Southern Mahratta railway to Madras, owing to the exceptionally good crop in the Cuddapah district.

Provisions.—The increase was chiefly in tamarinds from the Pakala-Dharmavaram section, Chittoor, Vellore, Erode and the Southern Mahratta railway to Tanjore, Trichinopoly and the Southern districts, owing to the favourable crop in the Cuddapah and North Arcot districts.

Spices.—The increase was chiefly in chillies from Madras to Pondicherry, South Arcot and Tanjore, large quantities having been consigned to Madras from the Kistna and Gódávari districts *viâ* the Buckingham canal and the East Coast State railway.

All other articles of merchandise.—The decrease was in cocoanuts from Tanjore and Trichinopoly, owing to the partial failure of crops.

The average sum received for carrying a ton of goods one mile amounted to pies 8·74 against pies 8·60 in the previous year.

The goods earnings per goods train-mile were R2·49 against R2·52.

Sundries.—The decrease under this head was chiefly due to extraordinary earnings from hire of ballast trains, and an adjustment made of the amount held in stock adjustment account to end of 1897 in the previous year.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

Working expenses.

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	9,25,931	10·56	8,18,572	9·31	—1,07,359	—1·25
Locomotive expenses	17,63,434	20·12	17,79,713	20·25	+16,279	+0·13
Carriage and wagon expenses	5,27,529	6·02	4,88,225	5·55	—39,304	—0·47
Traffic expenses	8,27,104	9·44	7,84,863	8·93	—42,241	—0·51
General charges	6,39,223	7·29	6,29,577	7·16	—9,646	—0·13
Special and miscellaneous expenditure	1,29,897	1·48	1,27,881	1·46	—2,016	—0·02
Total	48,13,118	54·91	46,28,831	52·66	—1,84,287	—2·25

The decrease under "Maintenance of way, works and stations" was chiefly due to credits caused by the enhanced rates at which second and third class rails were returned from the line.

The increase under "Locomotive expenses" was due to the replacement of five engines in lieu of two sold and three condemned.

The decrease under "Carriage and wagon expenses" was due to the cost of certain brake-vans and postal-vans and the Consulting Engineer's carriage having been included in the previous year.

The decrease under "Traffic expenses" was due to reduced outlay under lights, etc., office and station fittings, clothing and printing, stationery and tickets.

Assam-Bengal railway (metre gauge).

20. The open mileage for the year is as follows:

	Miles.
Chittagong to Dámchara	272·78
Chándpur branch	31·62
Silchar branch	18·62
Gauháti branch	111·64
TOTAL	434·66

The mean mileage worked during the year 1899 was 413·46 miles against 291·20 miles in the previous year. The increase was due to the opening of the section from Jamuna Mukh to Lanka* (18·27 miles) and of the Gauháti Ghat line (1·21 miles) on the 2nd January, and of the sections from Lanka to Lumding* (16·93 miles) on the 1st March, and from Badarpur to Dámchara (18·50 miles) on the 5th April, and to the reopening of the section from Gauháti to Jamuna Mukh (74·73 miles) on the 2nd January 1899.

The following table shows the general results of the year's working, as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	£	£	£		£	
Previous year	291·29	463,399	13,08,124	12,53,572	54,552	95·83	86	0·12
1899	413·46	611,231	16,19,647	12,96,943	3,22,704	80·08	75	0·60
Increase or decrease	+122·26	+147,832	+3,11,523	+43,371	+2,68,152	—15·75	—11	+0·48
Percentage of increase or decrease	+41·98	+31·99	+23·81	+3·46	+491·55	...	—12·79	+400·00

* These two sections were temporarily closed from the 2nd November 1899.

The following table compares the earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	7,37,620	9,27,737	1,90,117
Goods	5,35,738	6,47,365	1,11,627
Electric telegraph	12,145	14,377	2,232
Steam-boat	...	152	152
Sundries	22,621	30,016	7,395
TOTAL	13,08,124	16,19,647	3,11,523

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	3,275	17,265	6,617	14,543	1,208,195	6,51,130	1,218,087	6,82,938
1899	3,765	18,467	8,743	19,217	1,410,045	8,19,955	1,422,553	8,57,639
Increase	490	1,202	2,126	4,674	201,850	1,68,825	204,466	1,74,701

The increase was due to the Sitakund fair held in March 1899, to a general development of traffic, and to the opening of additional lengths.

There was also an increase in other coaching traffic, mainly under "Passengers' luggage" and "Parcels for the public."

The average sum received for carrying a passenger one mile amounted to 3·10 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹4·98 against ₹4·85.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	59,994	3,24,209	95,050	4,18,629	+35,056	+94,420
Military stores	38	223	62	1,608	+24	+1,385
Railway materials for construction (Home line only)	380,784	1,74,200	347,763	1,75,418	—33,021	+1,218
Coal and coke for the public and foreign railways	5,694	13,138	8,694	20,422	+3,000	+7,284
Coal and coke for construction (Home line only)	3,094	3,008	11,533	12,524	+8,439	+9,516
Coal and coke for revenue only	9,309	12,568	7,504	10,103	—1,805	—2,465
Revenue stores other than coal and coke	1,585	2,238	1,145	1,216	—440	—1,022
Live-stock	4	10	42	717	+38	+707
Rents, miscellaneous, etc.	...	6,144	...	6,728	...	+584
TOTAL	460,502	5,35,738	471,793	6,47,365	+11,291	+1,11,627

The noticeable increases in the traffic under "Merchandise, general" are given below:

	Tons.	₹
Grain and pulse	21,831	14,455
Oils	2,576	10,186
Provisions	2,456	14,801
Tea	3,553	21,206

Grain and pulse.—The increase was chiefly due to the heavy export of rice.

Oils.—The increase was due to the increased local traffic in kerosine oil.

Provisions.—The increase was mainly due to the traffic from Gauháti to Lanka and Lumding and in the foreign inwards traffic *viâ* Chandpur as well as in the local outwards traffic from Chandpur, Akhaura and Itákhola.

Tea.—The increase was chiefly due to the outwards traffic *viâ* Chandpur to Calcutta from stations between Itákhola and Dámchara.

The increase under "Coal and coke for the public and foreign railways" was chiefly due to the coal on the Chittagong section having been all carried from Chandpur, where depôts of Bengal and Assam coal have been formed, and consignments therefrom booked locally for tea gardens.

The increase under "Coal and coke for construction" was due to the carriage of large quantities of coal dust for brick-ballast manufacture.

The average sum received for carrying a ton of goods one mile amounted to 3·67 pies against 4·46 pies in the previous year.

The goods earnings per goods train-mile were R1·52 against R1·72.

Working expenses.

The following table compares the working expenses for the year 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	6,02,869	46·09	4,25,870	26·29	−1,76,999	−19·80
Locomotive expenses	2,01,698	15·42	2,61,315	16·13	+59,617	+0·71
Carriage and wagon expenses	44,489	3·40	51,754	3·20	+7,265	−0·20
Traffic expenses	1,63,901	12·53	2,07,620	12·82	+43,719	+0·29
General charges	2,27,412	17·38	3,31,660	20·48	+1,04,248	+3·10
Steam-boat service	...	...	652	0·04	+652	+0·04
Special and miscellaneous expenditure	13,203	1·01	18,072	1·12	+4,869	+0·11
TOTAL	12,53,572	95·83	12,96,943	80·08	+43,371	−15·75

The decrease under "Maintenance of way, works and stations" was mainly due to the large expenditure incurred in the previous year in repairing earthquake damages.

The increase under "Locomotive expenses" was due to heavier renewal of engines and to a larger consumption of coal.

The increase under "Traffic expenses" was due to the opening of additional mileage, to employment of additional station staff, and to higher cost of fuel, lighting, water, and general stores.

The increase under "General charges" was due to the opening of the Gauháti branch, to the charge of a higher proportion of the cost of the Agent, Audit, Stores and Medical departments to revenue, and to the debit of a larger proportion of the Government Telegraph department charges for rent, maintenance and inspection.

Burma railways (metre gauge).

21. The open mileages of the several portions are as follows:

	Miles.
Irrawaddy line, including suburban lines	170·00
Sittang line	166·00
Mandalay line	298·60
Mu Valley railway	345·74
Mandalay-Kunlông railway	13·00
TOTAL	993·34

The mean mileage worked during the year 1899 was 943·50 miles against 936·13 miles in the previous year. The increase was due to the opening of the Meiktila branch extension (57·21 miles) on the 15th November 1899.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year . .	936·13	2,954,906	89,91,452	52,02,929	37,88,523	57·87	184	4·82
1899 . . .	943·50	2,945,796	88,25,725	52,47,318	35,78,407	59·45	179	4·11
Increase or decrease .	+7·37	*— 9,110*	*—1,65,727*	+44,389	*—2,10,116*	+1·58	*—4·87*	*—0·71*
Percentage of increase or decrease . .	+0·79	*—0·31*	*—1·84*	+0·85	*—5·55*	...	*—2·64*	...

The divisible surplus profits from the 1st July 1898 to the 30th June 1899 amounted to R9,87,469 against R10,43,500 for the previous year, a decrease of R56,031; the Company's one-fifth share for the same period amounted to R1,97,494 against R2,08,700, a decrease of R11,206.

Surplus profits.

After deducting from the net earnings of the year ended the 30th June 1899 the Company's one-fifth share of surplus profits, charges for guaranteed interest and interest on Government capital outlay, the net result showed a gain to the State of R7,86,371 against a gain of R8,34,800 in the previous year, a decrease of R48,429.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	43,84,060	43,08,061	*— 75,999*
Goods	44,52,693	43,00,009	*—1,52,684*
Electric telegraph	28,765	27,636	*—1,129*
Steam-boat	24,331	26,955	+2,624
Sundries	1,01,603	1,63,064	+61,461
TOTAL .	89,91,452	88,25,725	*—1,65,727*

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year . . .	28,806	1,02,191	229,093	2,11,117	103,649	1,87,902	9,694,987	36,71,933	10,056,535	41,73,143
1899	30,293	1,06,739	238,729	2,07,856	86,672	1,01,446	9,698,906	36,85,422	10,054,600	41,01,463
Increase or decrease .	+ 1,487	+ 4,548	+9,636	*—3,261*	*—16,977*	*—86,456*	+ 3,919	+ 13,489	*—1,935*	*—71,680*

The decrease was mainly due to the usual move of emigrants from Upper to Lower Burma not taking place, owing to the poor rice crops in Lower Burma, to prospects of good crops in Upper Burma, and to the abolition of the intermediate class.

The average sum received for carrying a passenger one mile was 2·81 pies against 2·84 pies in the previous year.

The coaching earnings per passenger train-mile were R3·30 against R3·16.

Sundries.—The increase was due to an adjustment of depreciation charges for rolling-stock employed on the Mogaung-Myitkyina section of the Mu Valley railway and to arrear charges for profits on work done in the workshops for the Mandalay-Kunlông railway.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	837,304	40,08,703	773,331	38,13,041	—63,973	—1,95,662
Military stores	1,027	24,156	638	15,149	—389	—9,007
Railway materials for construction (Home line only)	119,946	1,05,387	150,937	1,64,134	+30,991	+58,747
Coal and coke for the public	316	398	355	346	+39	—52
Coal and coke for construction (Home line only)	1,882	485	1,065	1,160	—817	+675
Coal and coke for revenue only	36,542	55,179	41,451	72,689	+4,909	+17,510
Revenue stores other than coal and coke	110,495	91,220	119,831	1,07,255	+9,336	+16,035
Live stock	5,650	1,56,648	4,492	1,16,892	—1,158	—39,756
Rents, miscellaneous, etc.	...	10,517	...	9,343	...	—1,174
TOTAL	1,113,162	44,52,693	1,092,100	43,00,009	—21,062	—1,52,684

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Dyes and tans	1,941	16,212
Oils	785	16,080
Provisions	803	38,164
Salt	122	26,253
Timber	3,118	52,583
	Decrease.	
Grain and pulse	77,881	3,95,138

Dyes and tans.—The increase was chiefly due to the opening out of cutch reserve ports near Prome and Paungde, which had been closed by the Forest Department for some years, and to the facilities afforded by the railway for the growth of this traffic.

Oils.—The increase was due to larger imports from India owing to the failure of the til-seed crops in the districts of Upper Burma and to enhanced rates.

Provisions.—The increase was due to the larger quantities of ngapee and dried fish and prawns imported from the Straits Settlements and taken up to Mandalay for retail to traders from the Shan States and to enhanced rates.

Salt.—The increase was due to enhanced rates and longer leads.

Timber.—The increase was due to large consignments booked from stations on the Mu Valley section to Katha, Mandalay and Rangoon, and from stations above Toungoo to Rangoon.

Grain and pulse.—The decrease was due to the comparison being made with an abnormally favourable year in which the crops of paddy were the largest on record, and to the prices prevailing in the market in the first-half of the year being so low as to deter traders from bringing in their stock in the usual quantities.

The increase under "Railway materials for construction (Home line only)" was due to the carriage of materials for the Mandalay-Kunlông railway and Sagaing-Alon and Meiktila-Myingyan branches.

The decrease under "Live stock" was due to the scarcity in Upper Burma in 1898 which induced owners to bring their cattle down in large numbers to the lower districts for sale.

The average sum received for carrying a ton of goods one mile amounted to 6·60 pies against 6·99 pies in the previous year.

The goods earnings per goods train-mile were R2·62 against R2·72.

Working expenses.

The following table shows the working expenses of the railway system during 1899, as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,83,588	14·28	12,40,229	14·05	— 43,359	—0·23
Locomotive expenses	16,32,617	18·71	18,20,389	20·63	+1,37,772	+1·92
Carriage and wagon expenses	4,28,961	4·77	4,15,466	4·71	—13,495	—0·06
Traffic expenses	9,66,139	10·75	9,13,878	10·35	—52,261	—0·40
General charges	6,85,776	7·63	6,86,257	7·77	+481	+0·14
Steam-boat service	56,907	0·63	70,544	0·80	+13,637	+0·17
Special and miscellaneous expenditure	98,041	1·10	1,00,555	1·14	+1,614	+0·04
TOTAL	52,02,929	57·87	52,47,318	59·45	+44,389	+1·58

The decrease under "Maintenance of way, works and stations" was principally due to the adjustment of a credit on account of permanent-way materials transferred from open line to construction, and to less repairs to bridges.

The increase under "Locomotive expenses" was due to higher rates for Bengal coal and wood fuel and to the larger use of coal.

The decrease under "Traffic expenses" was due to a saving in the superior traffic establishment owing to the death of the former Traffic Manager, to the vacancies in the highly paid appointments not being filled up, and to the discontinuance of allowances hitherto granted to the station staff working north of Wuntho.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Deoghur railway (metre gauge).

General results.

22. The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	4·79	15,360	32,100	25,499	6,601	79·43	129	2·29
1899	4·79	14,556	33,262	26,586	6,676	79·93	134	2·35
Increase or decrease	...	—804	+1,162	+1,087	+75	+0·50	+5	+0·06
Percentage of increase or decrease	...	—5·23	+3·62	+4·26	+1·14	...	+3·87	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	26,559	28,806	+2,247
Goods	5,450	4,262	—1,188
Sundries	91	194	+103
TOTAL	32,100	33,262	+1,162

Coaching.—The number of passengers of the various classes carried, including police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹
Previous year	950	475	188,917	26,084	189,867	26,559
1899	1,000	500	222,021	28,306	223,021	28,806
Increase	50	25	33,104	2,222	33,154	2,247

The increase in the passenger traffic was due to a larger number of pilgrims visiting the shrine at Deoghur.

The average sum received for carrying a passenger one mile was 5·18 pies against 5·60 pies in the previous year.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	12,590	5,450	13,060	4,262	+470	—1,188
Coal and coke for revenue only	303	(a)	354	(a)	+51	...
TOTAL	12,893	5,450	13,414	4,262	+521	—1,188

The decrease in the goods traffic was entirely due to the decline in the traffic in "Merchandise, general."

The average sum received for carrying a ton of goods one mile amounted to 13·08 pies against 16·94 pies in the previous year.

Working expenses.

The following table compares the working expenses of the railway during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,770	14·86	4,951	14·89	+181	+0·03
Locomotive expenses	9,557	29·77	8,375	25·18	—1,182	—4·59
Carriage and wagon expenses	2,626	8·18	5,102	15·34	+2,476	+7·16
Traffic expenses	5,649	17·60	5,425	16·31	—224	—1·29
General charges	2,518	7·84	2,353	7·07	—165	—0·77
Special and miscellaneous expenditure	379	1·18	378	1·14	—1	—0·04
TOTAL	25,499	79·43	26,584	79·93	+1,085	+0·50

(a) Carried free.

The decrease under "Locomotive expenses" was due to repairs to locomotives being still in hand and not charged off in the accounts.

The increase under "Carriage and wagon expenses" was mainly due to extensive repairs to coaching vehicles.

Rohilkund and Kumaon railway system (metre gauge).

23. The open mileages of the two sections are as follows:

	Miles.
Lucknow-Bareilly railway, Government section	231·17
Company's section	53·92
TOTAL	285·09

The mean mileage worked during the year 1899 was 280·77* miles against 277·88* miles in the previous year. The increase was due to the opening of the Dudwa fair weather branch for a longer period.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles	₹	₹	₹		₹	
Previous year	277·88	506,821	14,96,396	7,71,774	7,24,622	51·58	104	6·23
1899	280·77	580,061	17,37,783	8,70,408	8,67,375	50·09	119	7·45
Increase or decrease	+2·89	+73,240	+2,41,387	+98,634	+1,42,753	—1·49	+15	+1·22
Percentage of increase or decrease	+1·04	+14·45	+16·13	+12·78	+19·70	...	+14·42	...

The divisible surplus profits of the Lucknow-Bareilly railway for the first-half of 1899, at the date of submission of the accounts, amounted to ₹1,63,873 against ₹1,48,194 in the previous corresponding half-year, an increase of ₹15,679. The surplus profits in the second-half of 1899 amounted to ₹1,06,335 against *nil* in the second-half of 1898.

Surplus profits.

The net earnings of the Lucknow-Bareilly railway, after deducting the Company's share of surplus profits and interest charges, showed a gain of ₹1,42,178 against ₹67,290 in the previous year.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	6,02,506	6,23,137	20,631
Goods	7,27,601	8,98,594	1,70,993
Electric telegraph	7,010	9,979	2,969
Sundries	1,59,279	2,06,073	46,794
TOTAL	14,96,396	17,37,783	2,41,387

* Including 12 miles of the Lucknow-Bareilly section from Bhojeepura to Bareilly worked over.
† Including contribution to the Provident Fund.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings
		₹		₹		₹		₹		₹
Previous year . .	4,708	35,303	17,387	60,452	10,714	8,951	1,088,214	4,18,769	1,121,023	5,23,475
1899	4,581	33,667	15,914	58,798	11,667	9,623	1,139,684	4,42,388	1,171,846	5,44,476
Increase or decrease .	—127	—1,636	—1,473	—1,654	+953	+672	+51,470	+23,619	+50,823	+21,001

The increase in the passenger traffic was mainly due to the development of the third class passenger traffic at Haldwani, Kathgodam, Pilibhit, Sitapur, Lakhimpur, and Lucknow city stations.

The average sum received for carrying a passenger one mile amounted to 2·59 pies against 2·62 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·77 against ₹3·52.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	268,838	6,95,636	335,627	8,64,488	+66,789	+1,68,852
Military stores	561	3,671	273	1,956	—288	—1,715
Railway materials for construction (Home line only)	20,434	10,394	2,079	1,728	—18,355	—8,666
Coal and coke for the public and foreign railways	122	171	628	1,151	+506	+980
Coal and coke for revenue only . . .	156	107	13	16	—143	—91
Revenue stores other than coal and coke .	24,713	12,139	33,744	18,101	+9,031	+5,962
Live-stock	7	74	75	1,436	+68	+1,362
Rents, miscellaneous, &c.	...	5,409	...	9,718	...	+4,309
Total .	314,831	7,27,601	372,439	8,98,594	+57,608	+1,70,993

The noticeable increases of traffic under "Merchandise, general" are noted below:

	Tons.	₹
Grain and pulse	32,019	1,09,363
Sugar	6,742	23,626

Grain and pulse.—The increase was due to larger exports to famine affected districts in Rajputana.

Sugar.—The increase was due to larger exports from Pilibhit, Shahamatganj, Puranpur, Gola and Sitapur stations to foreign railways *vid* Lucknow and Aishbagh.

The average sum received for carrying a ton of goods one mile amounted to 6·72 pies against 6·95 pies in the previous year.

The goods earnings per goods train-mile were R2·17, the same as in the previous year.

Sundries.—The increase under sundries was due to the increased interchange of rolling-stock with foreign railways.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,87,151	12·51	2,28,088	13·13	40,937	+0·62
Locomotive expenses	1,50,825	10·08	1,76,127	10·14	25,302	+0·06
Carriage and wagon expenses	49,874	3·33	62,122	3·57	12,247	+0·24
Traffic expenses	1,25,658	8·40	1,32,968	7·65	7,310	—0·75
General charges	1,45,767	9·74	1,50,732	8·67	4,965	—1·07
Special and miscellaneous expenditure	1,12,499	7·52	1,20,371	6·93	4,236	—0·59
TOTAL	7,71,774	51·58	8,70,408	50·09	94,997	—1·49

The increase under "Maintenance of way, works and stations" was mainly due to heavier renewal of sleepers, and to the adjustment of the difference between the cost of materials put into the main line at Lucknow and those taken out and used in Aishbagh and Daliganj stations.

The increase under "Locomotive expenses" was due to the renewal of a locomotive boiler, and to repairs and renewals of workshop boilers.

The increase under "Carriage and wagon expenses" was due to larger repairs of stock in consequence of a brisk traffic.

Rates and fares.

The principal alterations in the goods rates will be found noted in chapter X, Part I of the Administration Report.

Bengal Dooars railway (metre gauge).

General results.

24. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	36·40	46,654	2,69,090	1,54,469	1,14,621	57·40	135	4·29
1899	36·40	39,175	2,73,038	1,54,621	1,18,417	56·63	137	4·51
Increase or decrease	...	—7,479	+3,948	+152	+3,796	—0·77	+2	+0·22
Percentage of increase or decrease	...	—16·03	+1·47	+0·10	+3·31	...	+1·48	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	49,703	53,954	+4,251
Goods	1,96,052	2,02,712	+6,660
Electric telegraph	182	372	+190
Steam-boat (ferry)	13,556	12,992	—564
Sundries	9,597	3,008	—6,589
TOTAL	2,69,090	2,73,038	+3,948

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year . . .	578	1,879	1,508	2,585	1,228	745	145,646	36,503	148,960	41,712
1899	533	1,638	1,582	2,695	1,536	858	161,422	40,420	165,073	45,611
Increase or decrease . .	—45	—241	+74	+110	+308	+113	+15,776	+3,917	+16,113	+3,899

The increase was due to the general development of traffic.

The average sum received for carrying a passenger one mile amounted to pies 3·28 against pies 3·32 in the previous year.

The coaching earnings per passenger train-mile were R2·55 against R2·39.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . .	24,542	1,84,100	26,133	1,83,616	+1,591	—484
Railway materials for construction (Home line only) . . .	72,245	7,322	10,220	7,965	—62,025	+643
Coal and coke for the public and foreign railways . . .	720	2,782	2,213	7,730	+1,493	+4,948
Coal and coke for construction (Home line only) . . .	...	...	51	54	+51	+54
Revenue stores other than coal and coke	5,117	574	324	83	—4,793	—491
Rents, miscellaneous, etc. . .	...	1,274	...	3,264	...	+1,990
TOTAL .	102,624	1,96,052	38,941	2,02,712	—63,683	+6,660

The decrease in the earnings under "Merchandise, general," was chiefly due to smaller quantities of tea and unclassified articles of merchandise, booked and carried over shorter distances, and the increase in the weight, to an improvement in the traffic in rice not in the husk.

The increase in the earnings with a decrease in the weight under "Railway materials for construction" was due to certain adjustments made in the previous year in accordance with the instructions received from the board.

The increase under "Coal and coke for the public and foreign railways" was due to larger despatches to Mal, Ramshai Hat, Baradighi and Chalsa Ghat.

The average sum received for carrying a ton of goods one mile amounted to pies 45·69 against pies 30·85 in the previous year.

The goods earnings per goods train-mile were R11·27 against R7·59.

Sundries.—The decrease in earnings under "Sundries" was due to the inclusion of interest charged to Capital accounts of new extensions for advances from net earnings, and to the inclusion of a subsidy received from the District Board of Jalpaiguri in the previous year.

Working expenses.

The following table shows the working expenses of the railway during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of working expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	36,436	13·54	26,962	9·87	−9,474	−3·67
Locomotive expenses	25,548	9·49	25,627	9·39	+79	−0·10
Carriage and wagon expenses	5,165	1·92	6,600	2·42	+1,435	+0·50
Traffic expenses	29,663	11·02	30,558	11·19	+895	+0·17
General charges	28,994	10·78	24,662	9·03	−4,332	−1·75
Steam-boat service (ferry)	20,031	7·44	37,447	13·72	+17,416	+6·28
Special and miscellaneous expenditure	8,632	3·21	2,765	1·01	−5,867	−2·20
TOTAL	1,54,469	57·40	1,54,621	56·63	+152	−0·77

The decrease under "Maintenance of way, works and stations" was chiefly due to the debit in the previous year of the expenditure incurred on the improvement of the main line and to replacement of signals at Dam Dim and Chalsa.

The increase under "Steam-boat service" was mainly due to the cost of repairs of a steamer and to expenditure on the boat bridge over the Teesta river.

Dibru-Sadiya railway system (metre gauge).

General results.

25. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	87·50	218,649	8,36,727	5,50,497	2,86,230	65·79	184	3·31
1899	85·00	236,200	9,22,498.	4,50,757	4,71,741	48·86	209	5 40
Increase or decrease	−2·50	+17,551	+85,771	−99,740	+1,85,511	−16·93	+25	+2·09
Percentage of increase or decrease	−2·86	+8·03	+10·25	−18·12	+64·81	...	+13·59	...

Under the terms of the contract for the construction and maintenance of the Dibru-Sadiya railway, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of ₹1,00,000. The net earnings of the year ended the 30th June 1899, ₹3,57,315, having fallen short of the interest charges (₹3,95,293) by ₹37,978, that amount was paid to the Company.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	1,32,366	1,38,763	+6,397
Goods	6,66,508	7,42,259	+75,751
Electric telegraph	11,291	10,479	—812
Sundries	26,562	30,997	+4,435
TOTAL	8,36,727	9,22,498	+85,771

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	4,091	9,210	2,922	3,688	228,959	98,028	235,972	1,10,926
1899	4,311	10,579	2,864	3,955	236,714	1,01,326	243,889	1,15,860
Increase or decrease	+220	+1,369	—58	+267	+7,755	+3,298	+7,917	+4,934

The increase in the passenger earnings was chiefly due to the Mishmi expedition.

The average sum received for carrying a passenger one mile amounted to 4·43 pies against 4·42 pies in the previous year.

The coaching earnings per passenger train-mile were R2·92 against R3·05.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	58,036	2,92,003	62,272	3,10,538	4,236	18,535
Coal and coke for the public	383,987	3,72,262	441,216	4,27,017	57,229	54,755
Revenue stores other than coal and coke	4,016	1,375	5,069	3,631	1,053	2,256
Live-stock	61	584	102	754	41	170
Rents, miscellaneous, etc.	...	284	...	319	...	35
TOTAL	446,100	6,66,508	508,659	7,42,259	62,559	75,751

The noticeable fluctuations of traffic* under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	731	5,884
Oils	378	1,627
Stone and lime	1,004	2,345
Tea	147	4,834
	Decrease.	
Sugar	81	692

Grain and pulse.—The increase was due to the larger import of rice.

Oils.—The increase was due to an increased sale of oil by the Assam Oil Company.

Stone and lime.—The increase was principally due to the carriage of lime for the Assam Oil Company.

Tea.—The increase was due to the larger outturn of tea by the gardens in the district.

Sugar.—The decrease was due to less imports.

The increase under "Coal and coke for the public" was due to the larger output of coal.

* On the Dibru-Sadiya railway only

The average sum received for carrying a ton of goods one mile* amounted to 8·52 pies against 8·95 pies in the previous year.

The goods earnings per goods train-mile were R3·93 against R3·80.

The following table compares the working expenses during the year with those of the previous year:

Working expenses.

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	2,73,337	32·67	1,53,501	16·64	—1,19,836	—16·03
Locomotive expenses	94,168	11·25	1,05,502	11·44	+11,334	+0·19
Carriage and wagon expenses	46,649	5·57	49,395	5·35	+2,746	—0·22
Traffic expenses	51,730	6·18	57,193	6·20	+5,463	+0·02
General charges	80,292	9·60	80,540	8·73	+248	—0·87
Special and miscellaneous expenditure	4,321	0·52	4,626	0·50	+305	—0·02
TOTAL	5,50,497	65·79	4,50,757	48·86	—99,740	—16·93

The decrease under "Maintenance of way, works and stations" was mainly due to the replacement of wooden by cast iron sleepers in the previous year.

The increase under "Locomotive expenses" was principally due to the increased train-mileage run and to the expenditure on repairs of engine and machinery.

Nilgiri railway (metre gauge).

26. The line, 16·90 miles in length, was first opened to traffic on the 1st October 1898, but was closed on the 30th October 1898 on account of flood damages and was re-opened on the 15th June 1899. The mean mileage worked during the year was 9·26 miles.

The following table shows the general results of working:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
From 15th June to 31st December 1899	9·26	25,577	(a) 84,449	64,240	(a) 20,209	76·07	175	0·42

The following table shows the gross earnings under main heads.

Gross earnings.

	From 15th June to 31st December 1899.
	R
Coaching	48,689
Goods	35,333
Electric telegraph	73
Sundries	354
TOTAL	84,449

*On the Dibru-Sadeya railway only.

(a) Excluding R24,391, proportion of guaranteed earnings due from Government.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
From 15th June to 31st December 1899	1,519	11,447	2,919	9,354	45,604	19,331	50,042	40,132

The average sum received for carrying a passenger one mile was 13·37 pies.

The coaching earnings per passenger train-mile were R3·65.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	From 15th June to 31st December 1899.	
	Tons.	R
Merchandise, general	3,455	32,256
Military stores	77	865
Revenue stores other than coal and coke	766	1,969
Rents, miscellaneous, etc.	...	243
Total	4,298	35,333

The average sum received for carrying a ton of goods one mile amounted to 93·50 pies.

The goods earnings per goods train-mile were R2·89.

The following table shows the working expenses of the railway.

Working expenses.

	From 15th June to 31st December 1899.	
	Amount.	Per cent. on gross earnings.
	R	
Maintenance of way, works and stations	23,162	27·43
Locomotive expenses	29,752	35·23
Carriage and wagon expenses	2,173	2·57
Traffic expenses	4,415	5·23
General charges	1,539	1·82
Special and miscellaneous expenditure	3,199	3·79
Total	64,240	76·07

Hyderabad-Gódávari Valley railway (metre gauge).

27. The mean mileage worked during the year was 25·38 miles. The line from Manmád to Jalna was opened to traffic on the 21st October and from Jalna to Sailu on the 1st December 1899.

The following table shows the general results of working:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
From 21st October to 31st December 1899	25·38	22,231	63,381	26,504	36,877	41·82	48	0·49

The following table shows the gross earnings under main heads:

Gross earnings.

	From 21st October to 31st December 1899.
	R
Coaching	9,999
Goods	53,211
Electric telegraph	150
Sundries	21
TOTAL	63,381

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom were as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
From 21st October to 31st December 1899	113	472	728	915	17,891	8,026	18,732	9,413

The average sum received for carrying a passenger one mile amounted to 2·23 pies.

The coaching earnings per passenger train-mile were R1·77.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	From 21st October to 31st December 1899.	
	Tons.	R
Merchandise, general	9,165	50,268
Military stores	6	50
Railway materials for construction (Home line only)	2,420	1,863
Coal and coke for the public and foreign railways	242	480
Coal and coke for revenue only	239	364
Revenue stores other than coal and coke	12	37
Live-stock	1	6
Rents, miscellaneous, etc.	...	143
TOTAL	12,085	53,211

The average sum received for carrying a ton of goods one mile amounted to 10·45 pies.

The goods earnings per goods train-mile were R3·21.

The following table shows the working expenses of the railway.

Working expenses.

	From 21st October to 31st December 1899.	
	Amount.	Per cent. on gross earnings.
	₹	
Maintenance of way, works and stations	...	...
Locomotive expenses	13,791	21·76
Carriage and wagon expenses	738	1·16
Traffic expenses	7,549	11·91
General charges	4,426	6·98
Special and miscellaneous expenditure	...	...
TOTAL	26,504	41·81

Jodhpur-Bikaner railway (metre gauge).

JODHPUR SECTION.

28. The open mileage of the section is 380·50 miles.

The mean mileage worked during the year was 358·47 miles against 320·50 miles in the previous year. The increase was due to the opening of he Bálotra-Barmer section (60·00 miles) on the 15th May 1899.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	320·50	352,382	12,22,726	4,91,770	7,30,956	40·22	73	10·34
1899	358·47	496,264	19,09,097	7,42,252	11,66,845	38·88	102	14·32
Increase or decrease	+37·97	+143,882	+6,86,371	+2,50,482	+4,35,889	−1·34	+29	+3·98
Percentage of increase	11.85	40·83	56·13	50·93	59.63	...	39·73	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	4,76,982	5,27,888	+50,906
Goods	7,21,793	13,49,755	+6,27,962
Electric telegraph	19,732	30,380	+10,648
Sundries	4,219	1,074	−3,145
TOTAL	12,22,726	19,09,097	+6,86,371

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year . .	1,306	10,464	5,932	13,726	666,083	3,95,854	673,321	4,19,244
1899	1,004	7,894	5,871	13,687	762,334	4,51,676	769,209	4,73,257
Increase or decrease .	—302	—2,570	—61	—39	+96,251	+56,622	+95,888	+54,013

The increase was due to the additional mileage worked, and to the movement of famine stricken people to famine relief works.

The average sum received for carrying a passenger one mile amounted to 2·07 pies against *2·09 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·37 against ₹3·08.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	118,941	6,84,800	245,406	13,11,262	+1,26,465	+6,26,462
Miltary stores	16	260	11	205	—5	—55
Railway materials for construction (Home line only)	25,136	23,640	24,278	18,735	—858	—4,905
Coal and coke for the public and foreign railways	206	739	98	156	—108	—583
Coal and coke for revenue only . . .	4,367	8,678	6,709	14,035	+2,342	+5,357
Revenue stores other than coal and coke .	560	718	959	1,536	+399	+818
Live-stock	30	544	46	880	+16	+336
Rents, miscellaneous, etc.	...	2,414	...	2,946	...	+532
Total .	1,49,256	7,21,793	277,507	13,49,755	+1,28,251	+6,27,962

The noticeable increases under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	75,141	3,97,074
Salt	20,576	1,23,084

The increase under grain and pulse was due to the famine and that under salt to increased traffic from Pachpadra.

The average sum received for carrying a ton of goods one mile amounted to 8·81 pies against 9·47 pies in the previous year.

The goods earnings per goods train-mile were ₹3·97 against ₹3·65.

Working expenses.

The following table compares the working expenses during 1899 with those of the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percent on gross earnings.	Amount.	Percent on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,76,945	14·48	2,28,550	11·97	51,605	—2·51
Locomotive expenses	1,67,614	13·71	2,75,703	14·44	1,08,089	+0·73
Carriage and wagon expenses . . .	21,447	1·75	32,053	1·68	10,606	—0·07
Traffic expenses	61,169	5·00	76,394	4·00	15,225	—1·00
General charges	38,531	3·15	51,644	2·71	13,113	—0·44
Special and miscellaneous expenditure .	26,064	2·13	77,908	4·08	51,844	+1·95
Total .	4,91,770	40·22	7,42,252	38·88	2,50,482	—1·34

* Revised figures.

The increase under "Maintenance of way, works and stations" was chiefly due to the renewal of rails between Marwar railway junction and Marwar Pali and to the watering arrangements at Jodhpur.

The increase under "Locomotive expenses" was due to the increased train-mileage run, to the higher price of coal and water and to the larger consumption of coal.

The increase under "Special and miscellaneous expenditure," was principally due to the hire of locomotives and mileage and demurrage of foreign stock.

Rates and fares. The principal alterations in the goods rates will be found noted in chapter X, Part I of the Administration Report.

BIKANER SECTION.

The open mileage of the section is 95·00 miles.

The mean mileage worked during the year was 90·42 miles against 68·01 miles in the previous year. The increase was due to the opening of the Palana branch (9·50 miles) on the 26th June 1899 and to the length between Bikaner and Dulmera having been worked throughout the year against seven months only in the previous year.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat service and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	68·01	57,659	1,37,473	59,856	77,617	43·54	39	4·09
1899	90·42	77,871	1,74,539	70,195	1,04,344	40·22	37	5·18
Increase or decrease	+22·41	+20,212	+37,066	+10,339	+26,727	—3·32	—2	+1·09
Percentage of increase or decrease	+32·95	+35·05	+26·96	+17·27	+34·43	...	— 5·13	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	₹	₹	₹
Coaching	43,866	49,526	+5,660
Goods	82,364	1,11,846	+29,482
Electric telegraph	10,755	13,049	+2,294
Sundries	488	118	—370
TOTAL	1,37,473	1,74,539	+37,066

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	347	1,427	1,023	1,328	94,001	35,862	95,371	38,617
1899	238	1,142	999	1,357	1,06,741	41,514	1,07,978	44,013
Increase or decrease	—109	—285	—24	+29	+12,740	+5,652	+12,607	+5,396

The average sum received for carrying a passenger one mile was 2·09 pies against 2·15 pies in the previous year.

The coaching earnings per passenger train-mile were R1·65 against R1·76.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	33,836	79,676	46,471	98,367	+12,635	+18,691
Military stores	8	62	8	52	...	—10
Railway materials for construction (Home line only)	927	128	11,693	8,615	+10,766	+8,487
Coal and coke for the public and foreign railways	183	355	2,789	2,449	+2,606	+2,094
Coal and coke for revenue only	1,541	1,227	1,649	1,347	+108	+120
Revenue stores other than coal and coke	61	41	47	38	—14	—3
Live stock	...	...	3	35	+3	+35
Rents, miscellaneous, etc.	...	875	...	943	...	+68
TOTAL	36,556	82,364	62,660	1,11,846	+26,104	+29,482

The noticeable increases under "Merchandise, general" are noted below:

	Tons.	R
Grain and pulse	8,875	14,454
Stone and lime	5,972	9,031

Grain and pulse.—The increase was due to the larger import of grain on account of the famine.

Stone and lime.—The increase was due to the development of public works in Bikaner.

The increase under "Railway materials for construction" was due to the construction of the Bikaner-Bhátinda section.

The average sum received for carrying a ton of goods one mile amounted to 8·43 pies against 10·05 pies in the previous year.

The goods earnings per goods train-mile were R2·33 against R2·52.

Working expenses.

The following table shows the working expenses during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	14,450	10·51	20,116	11·53	+5,666	+1·02
Locomotive expenses	25,423	18·49	25,916	14·85	+493	—3·64
Carriage and wagon expenses	3,137	2·28	2,958	1·69	—179	—0·59
Traffic expenses	9,696	7·05	11,216	6·43	+1,520	—0·62
General charges	5,105	3·72	5,330	3·05	+225	—0·67
Special and miscellaneous expenditure	2,045	1·49	4,659	2·67	+2,614	+1·18
TOTAL	59,856	43·54	70,195	40·22	+10,339	—3·32

The increase under "Maintenance of way, works and stations" was due to the additional mileage worked and famine allowances to gangmen.

The increase under "Traffic expenses" was due to the additional handling charges on account of inward goods traffic.

The increase under "Special and miscellaneous expenditure" was due to the increased mileage and demurrage charges on foreign stock.

Rates and fares.

The principal alterations in the goods rates will be found noted in Chapter X, Part I of the Administration Report.

Udaipur-Chitor railway (metre gauge).

29. The open mileage of the railway is 67·30 miles.

The mean mileage worked during the year was 63·10 miles against 60·83 miles in the previous year. The increase was due to the opening of the Debari-Udaipur section, 6·44 miles, from the 25th August 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	60·83	46,252	1,43,822	82,458	61,364	57·33	45	3·80
1899 . . .	63·10	51,127	2,10,540	1,05,711	1,04,829	50·21	62	5·27
Increase or decrease .	+2·27	+4,875	+66,718	+23,253	+43,465	−7·12	+17	+1·47
Percentage of increase .	3·73	10·54	46·39	28·20	70·83	...	36·22	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year :

	Previous year.	1899.	Increase.
	₹	₹	₹
Coaching	91,320	97,868	6,548
Goods	51,178	1,08,822	57,644
Electric telegraph	597	1,453	856
Sundries	727	2,397	1,670
TOTAL .	1,43,822	2,10,540	66,718

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	First-class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year . . .	410	2,288	1,440	3,522	2,149	2,386	176,125	77,367	180,124	85,563
1899	751	2,762	1,332	3,142	1,878	1,524	186,214	83,114	190,175	90,542
Increase or decrease .	+341	+474	−108	−380	−271	−862	+10,089	+5,747	+10,051	+4,979

The average sum received for carrying a passenger one mile amounted to 2·13 pies against 2·20 pies in the previous year.

The coaching earnings per passenger train-mile were R3·50 against R2·67.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	11,042	50,409	25,449	1,06,009	+14,407	+55,600
Military stores	12	146	10	106	−2	−40
Railway materials for construction (Home line only)	179	745	939	787	+760	+642
Revenue stores other than coal and coke .	77	36	26	21	−51	−15
Live-stock	3	12	4	51	+1	+39
Rents, miscellaneous, etc.	...	430	...	1,848	...	+1,418
TOTAL .	11,313	51,178	26,428	1,08,822	+15,115	+57,644

The increase under "Merchandise, general" was largely due to the prevailing famine in Rajputana.

The average sum received for carrying a ton of goods one mile amounted to 15·69 pies against 19·19 pies in the previous year.

The goods earnings per goods train-mile were R4·70 against R4·22.

Working expenses.

The following table shows the working expenses of the railway during 1899, as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	28,702	19·96	23,546	11·18	—5,156	—8·78
Locomotive expenses	24,735	17·20	32,604	15·49	+7,869	—1·71
Carriage and wagon expenses	3,221	2·24	10,688	5·08	+7,467	+2·84
Traffic expenses	12,588	8·75	17,863	8·48	+5,275	—0·27
General charges	12,642	8·79	13,407	6·37	+765	—2·42
Special and miscellaneous expenditure	570	0·39	7,603	3·61	+7,033	+3·22
TOTAL	82,458	57·33	1,05,711	50·21	+23,253	—7·12

The decrease under "Maintenance of way, works and stations" was mainly under "Maintenance and renewal of permanent-way" and "Repairs of bridges, etc."

The increase under "Locomotive expenses" was chiefly due to the increased ton-mileage hauled and heavier repairs of engines.

The increase under "Carriage and wagon expenses" was due to heavier repairs of vehicles.

The increase under "Traffic expenses" was partly due to the opening of an out agency at Udaipur and partly to a general increase in the staff owing to the increased traffic.

The increase under "Special and miscellaneous expenditure" was due to a larger payment for hire of locomotives and mileage and demurrage of foreign stock and to adjustment of arrears for toll charges.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, Part I of the Administration Report.

Bhavnagar-Gondal-Junagad-Porbandar railway system (metre gauge).

30. The open mileages of the several sections are as follows:

	Miles.
Bhávnagar-Gondal-Junágad-Porbandar railway	333·84
Jetalsar-Rájkot railway	46·23
Jámnagar railway	54·28
Dhrángadrá railway	20·83
Total	455·18

The mean mileage worked during the year was 455·18 miles against 446·56 miles in the previous year. The increase was due to the working throughout the year of the Dhrángadrá railway, against only seven months in the previous year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year . . .	446·56	590,489	20,03,938	11,75,702	8,28,236	58·67	86	3·71
1899	455·18	614,619	22,42,609	11,64,431	10,78,178	51·92	95	4·80
Increase or decrease . .	+8·62	+24,130	+2,38,671	—11,271	+2,49,942	—6·75	+9	+1·09
Percentage of increase or decrease . . .	+1·93	+4·09	+11·91	—0·96	+30·18	...	+10·46	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year :

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	9,37,612	10,67,407	+1,29,795
Goods	10,01,074	11,09,395	+1,08,321
Electric telegraph	15,565	20,061	+4,496
Sundries	49,687	45,746	—3,941
TOTAL .	20,03,938	22,42,609	+2,38,671

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year .	8,453	23,788	58,049	67,932	...	...	1,570,263	7,64,921	1,636,765	8,56,641
1899 . .	7,777	21,746	60,812	73,670	1,547	1,590	1,812,954	8,90,092	1,883,090	9,87,098
Increase or decrease .	—676	—2,042	+2,763	+5,738	+1,547	+1,590	+242,691	+1,25,171	+246,325	+1,30,457

The increase was due to the withdrawal of plague restrictions and to the movement of merchants and others in search of food grains and fodder, great want being felt in the province owing to the famine.

The intermediate class was introduced for the first time during the year.

The average sum received for carrying a passenger one mile amounted to pies 2·91 against pies 2·93 in the previous year.

The coaching earnings per passenger train-mile were R3·22 against R2·87.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	253,352	9,64,680	297,556	10,75,713	+44,204	+1,11,033
Military stores	9	67	7	68	—2	+1
Railway materials for construction (Home line only)	4,386	3,478	1,520	1,500	—2,866	—1,978
Coal and coke for the public and foreign railways	2,594	7,505	3,895	11,282	+1,301	+3,777
Coal and coke for construction (Home line only)	16	4	1,349	151	+1,333	+147
Coal and coke for revenue only	10,107	17,081	9,523	12,709	—584	—4,372
Revenue stores other than coal and coke	7,352	5,607	2,018	2,813	—5,334	—2,794
Live stock	87	1,354	305	3,317	+218	+1,963
Rent, miscellaneous, etc.	...	1,298	...	1,842	...	+544
TOTAL	277,903	10,01,074	316,173	11,09,395	+38,270	+1,08,321

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Increase.	
	Tons.	₹
Grain and pulse	40,021	1,48,563
Provisions	4,698	21,296
	Decrease.	
Cotton, raw	556	42,794

Grain and pulse.—The increase was due to the large importation of wheat, rice not in the husk, jawar and bajra from the Bombay, Borada and Central India railway, as well as from Bombay by sea, on account of the famine in the province.

Provisions.—The increase was due to the increased imports of fresh dates *vid* Veraval Bandar.

Cotton, raw.—The decrease was due to less production following on an unfavourable season.

The average sum received for carrying a ton of goods one mile amounted to pies 12·23 against pies 11·88 in the previous year.

The goods earnings per goods train-mile were ₹3·91 against ₹3·79.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year :

	Previous year.		1899.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	2,93,357	14·64	2,72,177	12·14	—21,180	2·50
Locomotive expenses	3,45,010	17·22	3,54,373	15·80	+9,363	1·42
Carriage and wagon expenses	65,639	3·28	66,295	2·95	+650	0·33
Traffic expenses	2,15,844	10·77	2,15,745	9·62	—99	1·15
General charges	2,12,698	10·61	2,09,307	9·33	—3,391	1·28
Special and miscellaneous expenditure	43,154	2·15	46,534	2·08	+3,380	0·07
TOTAL	11,75,702	58·67	11,64,431	51·92	—11,271	6·75

The decrease under "Maintenance of way, works and stations" was due to the inclusion in the accounts of the previous year of the bonus paid to the District Engineer on abolition of his appointment and to no rail renewals during 1899 against a renewal of 6·75 miles in the previous year.

The increase under "Locomotive expenses" was due to the repairs of a larger number of engines and one new boiler having been charged off.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in Chapter X, Part I of the Administration Report.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school-fees and annual expenditure for the calendar year 189 :

STATEMENT No. 5.

Railway schools.

Classification number.	Railway.	Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Annual contributions. Government grant.	Annual contributions. Railway grant.	Annual contributions. School fees.	Annual contributions. Total.	Annual expenditure.
	Standard gauge. State lines worked by companies.						₹	₹	₹	₹	₹
I	East Indian { European	(a) 16	864	691	48	42	12,182	(b)32,180	81,361	1,25,723	1,38,834
	East Indian { Native	(c)	2,956	2,151	1,633	790	4,008	5,246	18,445	27,699	31,093
III	Bengal-Nágpur { European	5	91	74	...	...	1,015	2,327	970	4,312	3,532
	Bengal-Nágpur { Native	2	157	93	...	...	20	600	79	699	445
IV	Indian Midland	2	78	46	...	...	...	1,700	604	2,304	2,494
	State lines worked by the State.										
XI	North Western { European	2	53	41	22	12	1,487	1,736	800	4,023	3,791
	North Western { Native	22	91	74	1,212	399	...	6,522	206	6,728	5,624
XIII	Oudh & Rohilkhand { European	2	30	26	...	...	315	1,171	736	2,222	1,486
	Oudh & Rohilkhand { Native	6	4	4	239	119	...	334	...	334	334
XIV and L	Eastern Bengal	4	153	44	49	42	...	808	...	808	808
	Lines worked by guaranteed companies.										
XVII	Great Indian Peninsula (d)	7	279	219	...	...	3,170	14,082	2,427	19,679	16,012
XVIII	Bombay, Baroda and Central India	3	122	85	...	...	1,980	4,833	1,718	8,531	8,726
XIX	Madras	8	376	322	...	...	2,812	10,178	3,423	16,413	17,101
	Metre gauge. State lines worked by companies.										
XXXIX	Bengal and North-Western— Tirhoot section / Company's section	2	57	45	...	...	638	1,367	736	2,741	2,355
XLI	Rajputana-Malwa	13	413	369	96	80	3,160	18,882	15,159	37,201	37,263
XLIII	Southern Mahratta	10	147	108	78	26	525	3,495	962	4,982	5,271
XLV	Mysore section (Southern Mahratta)	4	64	55	26	8	...	1,619	348	1,967	1,805
XLVI	South Indian { European	3	104	81	...	...	...	2,443	587	3,030	2,402
	South Indian { Native	1	52	50	...	...	...	252	151	403	307
XLIX	Burma { European	2	28	23	10	9	600	360	552	1,512	1,512
	Burma { Native	2	105	96	24	20	600	554	1,363	2,517	2,577
	Line owned and worked by native state.										
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar (e) { European	1	15	22	...	...	246	996	713	1,955	1,822
	Bhávnagar-Gondal-Junágad-Porbandar (e) { Native	1	47	30	...	...	...	249	78	327	258
	Total	118	6,286	4,749	3,437	1,547	32,758	1,11,934	1,31,418	2,76,110	2,85,852

(a) Including the joint railway schools at Aligarh and Moghal Sarai but excluding that at Gháziabad as no return has been received for it.
(b) Including R275 and R484 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, and R13,440 payable by the North Western State railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie.
(c) Information not available.
(d) Includes particulars for the school at Khandwa for the first five months of 1899 only, after which it was closed.
(e) Including the Jetalsar-Rájkot and Jámnagar railways.

STATEMENT NO. 6.

Local and district schools.

Classification number.	Railway.	Number of schools.	Average daily attendance.		Annual railway grant.
			Children.	Apprentices and workmen.	
					₹
	STANDARD GAUGE.				
	State line worked by company.				
III	Bengal-Nagpur	2	73	...	600
	State lines worked by the State.				
XI	North Western	(a) 16	302	...	14,914
XIII	Oudh and Rohilkhand	(b) 13	133	...	5,798
XIV and L	Eastern Bengal	12	547	...	3,471
	Lines worked by guaranteed companies.				
XVII	Great Indian Peninsula (c)	6	(d)	...	3,481
XVIII	Bombay, Baroda and Central India	24	58	...	4,647
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	Bengal and North-Western—				
	Tirhoot section	2	41	...	324
	Company's section				
XLI	Rajputana-Malwa	9	617	1	3,919
XLIX	Burma	19	57	...	956
	Assisted company.				
LIX	Dibru-Sadiya	1	(e)	(e)	210
	TOTAL	104	1,828	1	38,320

(a) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghaziabad, which receive contributions from the North Western State railway. The particulars regarding the former are included with the railway schools of the East Indian railway and those regarding the latter are excluded for the reasons given in note (a) on the previous page.

(b) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(c) Includes particulars for the school at Mount Abu for the first-half of 1899 only, as those for the second-half are not available.

(d) Information not furnished; the number on the rolls was 303 children.

(e) Information not furnished.

SECTION II.—FINE FUNDS.

2. The following table exhibits the transactions of the Fine Funds during 1899-1900 on State railways worked by the State.

It will be seen that the assets of the funds, including the balance at the close of the previous year, amounted to ₹95,735, the disbursements to ₹42,600, and the balance at the close of the year to ₹53,135.

STATEMENT No. 7.

Classification number.	Railway.	Assets. Balance on the 1st April 1899.	Fines and bonuses forfeited.	Advances recovered.	Interest.	Total.	Disbursements.	Balance at the end of 1899-1900.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XI	North Western	567	17,919	...	227	18,713	17,542	1,171
XIII	Oudh and Rohilkhand	50,048	3,296	...	1,532	54,876	10,552	44,324
XIV and L	Eastern Bengal	531	7,643	...	39	8,213	7,578	635
XVI	East Coast	7,453	5,943	...	171	13,567	6,686	6,881
LXXXIII	Jorhát	128	167	...	2	297	240	57
LXXXIV	Cherra-Companyganj	52	15	...	2	69	2	67
	TOTAL	58,779	34,983	...	1,973	95,735	42,600	53,135

The disbursements of the year are made up of—

	₹
Payments for the benefit of railway employés and their children	40,811
Refunds and miscellaneous adjustments	1,619
Advances	170
TOTAL	42,600

3. Details of the payments made for the benefit of railway employés and their children are given in the following statement:

Classification number.	Railway.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes and other recreations.	Railway gardens.	Volunteers.	Miscellaneous.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XI	North Western	100	596	10,973	2,815	...	...	3,058 *
XIII	Oudh and Rohilkhand	...	...	2,723	516	...	...	6,385 †
XIV and L	Eastern Bengal	...	525	2,208	3,485	...	...	549
XVI	East Coast	...	150	933	5,555	...	...	...
LXXXIII	Jorhát	240	...	...	...	...	...	...
LXXXIV	Cherra-Companyganj	...	...	...	...	...	...	2

* Of this sum, ₹1,359 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

† Of this sum, ₹5,365 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

CALCUTTA,

The 13th November 1900.

F. R. UPCOTT,

Secretary to the Government of India,
Public Works Department, Railways.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1899.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899.

GENERAL RESULTS.

Classification number.	Railway.	1899.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE.		£	Miles.	Miles.	£	£	£
I	East Indian	1st half	39,21,20,549	(b) 1,748	6,923,242	3,15,76,429	1,04,87,386	2,10,89,043
		2nd half	40,11,52,711	(b) 1,746½	7,220,921	3,19,69,545	(d) 99,67,661	2,20,01,884
		Total and average	40,11,52,711	(b) 1,747	14,144,163	6,35,45,974	2,,04,55,047	4,30,90,927
II	Bengal Central	1st half	1,21,47,111	(b) 139	192,821	5,41,086	3,45,963	1,95,123
		2nd half	1,23,31,929	(b) 139	217,354	5,98,603	3,51,913	2,46,690
		Total and average	1,23,31,929	(b) 139	410,175	11,39,689	6,97,876	4,41,813
III	Bengal-Nágpur	1st half	14,16,86,475	(b) 1,162¾	1,095,627	47,53,826	21,27,224	26,26,602
		2nd half	14,73,52,392	(b) 1,139½	1,232,678	43,19,634	22,24,422	20,95,211
		Total and average	14,73,52,392	(b) 1,151	2,328,305	90,73,460	43,51,646	47,21,814
IV	Indian Midland	1st half	9,87,67,169	(b) 818¾	913,232	32,86,444	18,30,437	14,56,007
		2nd half	9,98,34,287	(b) 818¼	875,198	31,90,782	18,63,839	13,26,943
		Total and average	9,98,34,287	(b) 818½	1,788,430	64,77,226	36,94,276	27,82,950
V	Bhopal-Itársi (British section)	1st half	23,26,989	13½	31,608	1,10,060	64,291	45,769
		2nd half	23,61,938	13¼	28,971	99,551	61,240	38,311
		Total and average	23,61,938	13¾	60,579	2,09,611	1,25,531	84,080
VI	Godhra-Ratlam-Nágdá	1st half	1,76,66,414	141	131,302	7,30,564	3,79,786	3,50,778
		2nd half	1,76,96,520	141	121,975	5,33,632	3,57,772	1,75,860
		Total and average	1,76,96,520	141	253,277	12,64,196	7,37,558	5,26,638
VII	Wardha Coal	1st half	49,96,325	45	44,834	(c) 52,582	(e) 675	51,907
		2nd half	49,96,325	45	37,382	(c) 31,268	(e) 675	30,593
		Total and average	49,96,325	45	82,216	(c) 83,850	(e) 1,350	82,500
VIII	Dhond-Manmád	1st half	1,14,77,968	145½	217,870	(c) 1,38,944	(e) 6,152	1,32,792
		2nd half	1,15,32,042	145½	281,321	(c) 1,72,915	(e) 6,152	1,66,763
		Total and average	1,15,32,042	145½	499,191	(c) 3,11,859	(e) 12,304	2,99,555
IX	Bezwada extension (East Coast State).	1st half	15,03,402	20½	14,256	89,278	35,847	53,431
		2nd half	15,02,651	20½	20,394	2,22,894	91,960	1,30,934
		Total and average	15,02,651	20½	34,650	3,12,172	127,807	1,84,365
	Washermenpet-Ennár section (Bezwada-Madras).	1st half	5,98,565	8¼	15,235	50,233	28,021	22,212
		2nd half		Included	with the East	Coast State railway.		
		Total and average	5,98,565	4	15,235	50,233	28,021	22,212
XI	North Western State	1st half	48,84,54,980	(b) 2,860½	4,807,363	1,86,70,772	1,01,53,865	(f) 85,16,907
		2nd half	49,01,92,337	(b) 2,953½	4,498,846	1,65,50,987	89,78,671	(f) 75,72,316
		Total and average	49,01,92,337	(b) 2,907	9,306,209	3,52,21,759	1,91,32,536	(f) 1,60,89,223
XII	Hyderabad-Shadipalli	1st half	18,38,426	59	25,987	1,08,545	68,395	40,150
		2nd half	18,39,743	59	28,742	1,16,697	68,384	48,313
		Total and average	18,39,743	59	54,729	2,25,242	1,36,779	88,463
XIII	Oudh and Rohilkhand State (g)	1st half	11,53,60,692	1,030¼	1,679,754	58,27,099	25,94,767	32,32,332
		2nd half	11,62,40,709	1,030¼	1,502,361	53,11,891	24,67,628	28,44,263
		Total and average	11,62,40,709	1,030¼	3,182,115	1,11,38,990	50,62,395	60,76,595
XIV	Eastern Bengal State	1st half	6,69,66,043	266¾	898,028	36,06,930	21,93,845	14,13,085
		2nd half	6,79,16,167	267¾	1,109,350	54,45,591	22,69,236	31,76,355
		Total and average	6,79,16,167	267¼	2,007,378	90,52,521	44,63,081	45,89,440
	TOTAL STANDARD GAUGE carried over.	1st half	1,35,59,11,108	8,458½	16,991,159	6,95,42,792	3,03,16,654	3,92,26,138
		2nd half	1,37,49,49,751	8,518¾	17,175,493	6,85,63,989	2,87,09,553	3,98,54,436
		Total and average	1,37,49,49,751	8,488½	34,166,652	13,81,06,781	5,90,26,207	7,90,80,574

(a) Capital expended on open mileage charged to final heads.
(b) Including the mileage of foreign lines worked over.
(c) Represents the amount received as rent for the lease of this line.
(d) Including rebate paid to the South Behar railway.
(e) Expenditure incurred direct by the State.
(f) Including rebate paid to the Southern Punjab railway.
(g) Including the Cawnpore-Burhwal (metre gauge link).

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward STANDARD GAUGE.	1st half	1,35,59,11,108	8,458¼	16,991,159	6,95,42,792	3,03,16,654	3,92,26,138
		2nd half	1,37,49,49,751	8,518¾	17,175,493	6,85,63,989	2,87,09,553	3,98,54,436
		Total and average	1,37,49,49,751	8,488½	34,166,652	13,81,06,781	5,90,26,207	7,90,80,574
XV	Calcutta Port Commissioners'.	1st half	71,28,712	8½	(a)	2,28,672	1,42,333	86,339
		2nd half	71,96,940	8½	(a)	2,17,874	1,11,757	1,06,117
		Total and average	71,96,940	8½	(a)	4,46,546	2,54,090	1,92,456
XVI	East Coast State	1st half	8,08,53,577	772	689,454	22,39,442	13,26,869	9,12,573
		2nd half	8,05,49,392	(b) 801¾	800,693	21,02,572	15,00,063	6,02,509
		Total and average	8,05,49,392	786¾	1,490,147	43,42,014	28,26,932	15,15,082
XVII	Great Indian Peninsula	1st half	27,63,57,128	1,288	4,592,657	2,02,92,367	(c) 1,00,45,420	1,02,46,947
		2nd half	27,65,95,105	1,288	4,237,720	1,55,17,064	(c) 98,19,845	56,97,219
		Total and average	27,65,95,105	1,288	8,830,377	3,58,09,431	(c) 1,98,65,265	1,59,44,166
XVIII	Bombay, Baroda and Central India.	1st half	(d) 10,71,18,625	461	1,396,448	91,27,375	42,12,079	49,15,296
		2nd half	(d) 11,05,89,837	461	1,391,116	83,37,670	38,68,729	44,68,941
		Total and average	(d) 11,05,89,837	461	2,787,564	1,74,65,045	80,80,808	93,84,237
XIX	Madras	1st half	11,98,57,555	843½	1,259,337	48,13,508	24,85,368	23,28,140
		2nd half	12,02,19,104	843½	1,382,883	57,31,563	30,09,972	27,21,591
		Total and average	12,02,19,104	843½	2,642,220	1,05,45,071	54,95,340	50,49,731
XX	Delhi-Umballa-Kalka	1st half	(e) 1,54,25,186	162½	273 299	6,94,132	3,33,183	3,60,949
		2nd half	(e) 1,54,47,600	162¼	282,505	7,55,246	3,62,518	3,92,728
		Total and average	(e) 1,54,47,600	162¼	555,804	14,49,378	6,95,701	7,53,677
XXI	Tarkessur	1st half	17,83,378	22¼	31,370	1,74,156	89,369	84,787
		2nd half	17,84,166	22¼	32,595	1,34,603	66,898	67,705
		Total and average	17,84,166	22¼	63,965	3,08,759	1,56,267	1,52,492
XXII	South Behar (Luckeeserai-Gya) (f)	1st half	...	...	...	...	...	...
		2nd half	1,17,50,134	76¾	46,471	2,03,328	71,165	(g) 1,32,163
		Total and average	1,17,50,134	38¼	46,471	2,03,328	71,165	1,32,163
XXIII	Southern Punjab (Delhi-Samásata).	1st half	2,25,52,404	421¼	387,360	7,09,278	3,68,824	3,40,454
		2nd half	2,26,02,986	423¾	291,480	6,72,816	3,49,864	3,22,952
		Total and average	2,26,02,986	422½	678,840	13,82,094	7,18,688	(g) 6,63,406
XXV	Tápti Valley	1st half	(a)	36	13,874	61,648	28,718	32,930
		2nd half	1,13,54,173	105	45,688	1,80,945	86,271	94,674
		Total and average	1,13,54,173	70⅓	59,562	2,42,593	1,14,989	1,27,604
XXVI	Khámgaon	1st half	5,22,150	7⅓	8,480	(h) 10,901	...	10,901
		2nd half	5,22,150	7⅓	11,376	(h) 3,949	...	3,949
		Total and average	5,22,150	7⅓	19,856	(h) 14,850	...	14,850
XXVII	Amráoti	1st half	4,48,111	5⅓	10,976	(h) 22,215	(i) 442	21,773
		2nd half	4,48,111	5⅓	11,316	(h) 10,884	(i) 443	10,441
		Total and average	4,48,111	5⅓	22,292	(h) 33,099	(i) 885	32,214
XXVIII	Bína-Goona-Bárán	1st half	97,43,938	90¾	34,701	1,25,250	65,998	59,252
		2nd half	99,31,680	145¼	56,738	1,42,109	75,253	66,856
		Total and average	99,31,680	118	91,439	2,67,359	1,41,251	1,26,108
XXIX	Bhopal-Ujjain	1st half	76,27,945	113¼	60,862	2,61,142	1,32,281	1,28,861
		2nd half	76,54,290	113¼	76,733	3,21,199	1,72,149	1,49,050
		Total and average	76,54,290	113¼	137,595	5,82,341	3,04,430	2,77,911
XXX	Bhopal-Itársi (Native state section)	1st half	50,00,000	44¼	105,558	2,36,485	1,38,141	98,344
		2nd half	50,00,000	44¼	96,755	2,10,740	1,29,640	81,100
		Total and average	50,00,000	44¼	202,313	4,47,225	2,67,781	1,79,444
XXXI	The Nizam's Guaranteed State	1st half	4,08,64,415	(j) 334¼	428,124	19,52,584	8,11,666	11,40,918
		2nd half	4,08,92,996	(j) 334¼	490,691	21,57,617	7,97,489	13,60,128
		Total and average	4,08,92,996	(j) 334¼	918,815	41,10,201	16,09,155	25,01,046
	TOTAL STANDARD GAUGE carried over.	1st half	2,05,11,94,232	13,069	26,283,659	11,04,91,947	5,04,97,345	5,99,94,602
		2nd half	2,09,74,88,416	13,361½	26,430,253	10,52,64,168	4,91,31,609	5,61,32,559
		Total and average	2,09,74,88,416	13,215¼	52,713,912	21,57,56,115	9,96,28,954	11,61,27,161

* See foot-note (a) on page ii.

(a) Information not furnished.
(b) Including the mileage of foreign line worked over.
(c) Including rent of leased lines.
(d) Including the State outlay (£8,08,495) on the Pátri branch.
(e) Including £5,76,918 on account of interest on capital during construction.
(f) Opened for traffic from the 5th July 1899.
(g) Excluding rebate.
(h) Represents the amount received as rent for the release of this line.
(i) Expenditure incurred direct by the State.
(j) Including 3·10 miles worked over twice by each train.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*concld.*		₹	Miles.	Miles.	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	2,05,11,94,232	13,069	26,283,659	11,04,91,947	5,04,97,345	5,99,94,602
		2nd half	2,09,74,88,416	13,361½	26,430,253	10,52,64,168	4,91,31,609	5,61,32,559
		Total and average	2,09,74,88,416	13,215½	52,713,912	21,57,56,115	9,96,28,954	11,61,27,161
XXXII	Nágdá-Ujjain	1st half	22,54,017	34½	12,997	66,417	30,939	35,478
		2nd half	22,34,346	34½	15,753	80,758	38,504	42,254
		Total and average	22,34,346	34½	28,750	1,47,175	69,443	77,732
XXXIII	The Gaekwar's Petlád	1st half	7,40,704	13½	9,593	34,975	14,165	20,810
		2nd half	7,40,704	13½	9,752	35,693	17,191	18,502
		Total and average	7,40,704	13½	19,345	70,668	31,356	39,312
XXXIV	Kolar Gold-fields	1st half	7,41,114	10	16,298	72,907	50,499	22,408
		2nd half	7,48,646	10	22,101	1,04,760	70,341	34,419
		Total and average	7,48,646	10	38,399	1,77,667	1,20,840	56,827
XXXVI	Rájpura-Bhátinda	1st half	67,05,785	108	100,780	3,49,340	1,92,137	1,57,203
		2nd half	67,05,785	107	99,696	3,30,180	1,81,599	1,48,581
		Total and average	67,05,785	107½	200,476	6,79,520	3,73,736	3,05,784
XXXVII	Jammu and Kashmir (Native state section).	1st half	9,62,335	16	12,002	25,767	14,301	11,466
		2nd half	(a) 9,60,820	16	11,936	25,765	14,300	11,465
		Total and average	9,60,820	16	23,938	51,532	28,601	22,931
	TOTAL STANDARD GAUGE	1st half	2,06,25,98,187	13,250⅝	26,435,329	11,10,41,353	5,07,99,386	6,02,41,967
		2nd half	2,10,88,78,717	13,542	26,589,491	10,58,41,324	4,94,53,544	5,63,87,780
		Total and average	2,10,88,78,717	13,396¼	53,024,820	21,68,82,677	10,02,52,930	11,66,29,747
	METER GAUGE.							
XXXIX	Bengal and North-Western—							
	Tirhoot section	1st half	2,71,11,653	341⅜	(b)	19,32,422	10,31,224	9,01,198
		2nd half	2,73,87,245	341¼	(b)	14,92,386	10,13,423	4,78,963
		Total and average	2,73,87,245	341¾	(b)	34,24,808	20,44,647	13,80,161
	Company's section	1st half	(c)4,68,05,298	670½	1,415,199	22,89,562	6,93,469	15,96,093
		2nd half	(c)4,89,66,517	743	1,409,638	20,55,299	8,87,859	11,67,440
		Total and average	(c)4,89,66,517	706½	2,824,837	43,44,861	15,81,328	(d)27,63,533
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(e)92,23,867	231½	247,931	6,61,767	3,12,249	3,49,518
		2nd half	(e)92,92,292	203⅜	232,789	6,10,393	3,19,704	2,90,689
		Total and average	(e)92,92,292	217⅛	480,720	12,72,160	6,31,953	6,40,207
XLI	Rajputana-Malwa	1st half	13,01,09,490	1,646	2,826,458	1,17,58,418	51,51,301	66,07,117
		2nd half	13,04,51,310	1,677⅝	3,498,621	1,30,71,927	52,91,307	77,80,620
		Total and average	13,04,51,310	1,661⅜	6,325,079	2,48,30,345	1,04,42,608	1,43,87,737
XLII	Pálanpur-Deesa	1st half	4,18,264	17½	6,256	21,152	9,290	11,862
		2nd half	4,18,264	17½	7,786	23,476	9,618	13,858
		Total and average	4,18,264	17½	14,042	44,628	18,908	25,720
XLIII	Southern Mahratta	1st half	9,63,62,776	1,045	978,774	28,71,536	18,41,349	10,30,187
		2nd half	9,63,49,979	1,045	1,220,911	29,99,080	21,34,266	8,64,814
		Total and average	9,65,49,979	1,045	2,199,685	58,70,616	39,75,615	18,95,001
XLIV	Guntakal-Mysore frontier	1st half	58,98,813	119½	75,024	1,84,313	1,15,964	68,349
		2nd half	(a)58,98,608	119½	78,197	2,00,516	1,40,405	60,111
		Total and average	58,98,608	119½	153,221	3,84,829	2,56,369	1,28,460
XLV	Mysore section (Southern Mahratta).	1st half	1,52,16,537	296	200,071	5,16,730	3,37,967	1,78,763
		2nd half	1,53,03,132	296	206,544	5,43,739	3,93,470	1,50,269
		Total and average	1,53,03,132	296	406,615	10,60,469	7,31,437	3,29,032
	TOTAL METER GAUGE carried over.	st half	33,11,46,698	4,367	5,749,713	2,02,35,900	94,92,813	1,07,43,087
		2nd half	33,42,67,347	4,443¾	6,654,486	2,09,96,816	1,01,90,052	1,08,06,764
		Total and average	33,42,67,347	4,405¼	12,404,199	4,12,32,716	1,96,82,865	2,15,49,851

* See foot-note (a) on page ii.

(a) The decrease as compared with the previous half-year is due to certain credits.
(b) Included with the Bengal and North-Western railway (Company's section).
(c) Including R10,90,014 on account of interest on capital during construction.
(d) Including contribution to Provident Fund.
(e) Including R41,029 on account of interest on capital during construction.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward METRE GAUGE	1st half	33,11,46,698	4,367	5,749,713	2,02,35,900	94,92,813	1,07,43,087
		2nd half	33,42,67,347	4,443¾	6,654,486	2,09,96,816	1,01,90,052	1,08,06,764
		Total and average	33,42,67,347	4,405¼	12,404,199	4,12,32,716	1,96,82,865	2,15,49,851
XLVI	South Indian	1st half	7,24,86,492	1,017⅞	1,657,950	41,93,338	22,98,137	18,95,201
		2nd half	7,27,88,306	1,025	1,591,391	42,81,124	21,43,104	21,38,020
		Total and average	7,27,88,306	1,021½	3,249,341	84,74,462	44,41,241	40,33,221
XLVII	Máyaváram-Mutupet	1st half	24,94,102	54	56,933	1,21,103	75,465	45,638
		2nd half	24,97,355	54	56,059	1,20,958	69,798	51,160
		Total and average	24,97,355	54	112,992	2,42,061	1,45,263	96,798
XLVIII	Assam-Bengal	1st half	5,13,41,627	416	317,483	8,30,748	6,82,628	1,48,120
		2nd half	5,09,62,000	410⅝	293,748	7,88,898	6,14,314	1,74,584
		Total and average	5,09,62,000	413¾	6,11,231	16,19,646	12,96,942	3,22,704
XLIX	Burma	1st half	8,20,36,943	936	1,520,939	47,59,221	26,69,009	20,90,212
		2nd half	8,54,82,230	952	1,424,857	40,66,503	25,78,308	14,88,195
		Total and average	8,54,82,230	944	2,945,796	88,25,724	52,47,317	35,78,407
L	Eastern Bengal State—							
	Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge branch).	1st half	4,22,04,675	478⅓	804,130	25,37,944	12,57,503	12,80,441
		2nd half	4,24,23,867	478⅔	864,596	34,37,057	12,64,470	21,72,587
		Total and average	4,24,23,867	478½	1,668,726	59,75,001	25,21,973	34,53,028
	Dacca section	1st half	71,46,570	86	107,960	2,72,919	1,41,424	1,31,495
		2nd half	71,81,786	86	116,563	3,11,995	1,84,875	1,27,120
		Total and average	71,81,786	86	224,523	5,84,914	3,26,299	2,58,615
LII	Deoghur	1st half 2nd half	2,86,180	4¾	14,556	33,262	26,586	6,676
		Total and average	2,86,180	4¾	14,556	33,262	26,586	6,676
LIV	Brahmaputra-Sultanpur (*a*)	1st half	6,51,253	12⅞	11,276	10,699	4,815	5,884
		2nd half	8,00,995	24⅛	22,851	25,601	11,521	14,080
		Total and average	8,00,995	18½	34,127	36,300	16,336	19,964
LV	Mymensingh-Jamálpur-Jagannathganj	1st half	10,02,411	33	22,584	29,262	13,168	16,094
		2nd half	15,73,456	36½	33,434	37,237	16,757	20,480
		Total and average	15,73,456	34¾	56,018	66,499	29,925	36,574
LVI	Rohilkund and Kumaon (Company's section).	1st half	21,40,973	(*b*) 66	54,195	2,43,699	1,14,281	1,29,418
		2nd half	21,39,980	(*b*) 66	45,146	2,21,924	1,14,621	1,07,303
		Total and average	21,39,980	(*b*) 66	99,341	4,65,623	2,28,902	2,36,721
LVII	Segowlie Raxaul (*c*)	1st half	...	...	...	...	...	...
		2nd half	8,68,088	7¼	2,556	5,433	2,429	3,004
		Total and average	8,68,088	3½	2,556	5,433	2,429	3,004
LVIII	Bengal Dooars	1st half	(*d*) 26,16,320	36⅛	19,415	94,183	77,578	16,605
		2nd half	(*d*) 26,26,747	36½	19,760	1,78,854	77,043	1,01,811
		Total and average	(*d*) 26,26,747	36⅓	39,175	2,73,037	1,54,621	1,18,416
LIX	Dibru-Sadiya	1st half	72,97,126	77⅓	113,251	4,23,283	2,27,526	1,95,757
		2nd half	73,06,538	77⅓	106,029	4,36,131	1,82,200	2,53,931
		Total and average	73,06,538	77⅓	219,280	8,59,414	4,09,726	4,49,688
LX	Ledo and Tikak-Margherita Colliery.	1st half	12,29,579	7⅓	8,280	31,626	22,825	8,801
		2nd half	12,83,416	7⅔	8,640	31,458	18,206	13,252
		Total and average	12,83,416	7½	16,920	63,084	41,031	22,053
LXI	Ahmedabad-Parántij	1st half	19,30,884	54⅛	40,669	1,05,415	46,202	59,213
		2nd half	19,32,206	54⅝	40,130	1,05,219	42,744	62,475
		Total and average	19,32,206	54⅜	80,799	2,10,634	88,946	1,21,688
	TOTAL METRE GAUGE carried over	1st half	60,57,25,653	7,642⅛	10,484,778	3,38,89,340	1,71,23,374	1,67,65,966
		2nd half	61,41,34,317	7,760	11,280,246	3,50,45,208	1,75,10,442	1,75,34,766
		Total and average (*e*)	61,44,20,497	7,706	21,779,580	6,89,67,810	3,46,60,402	3,43,07,408

* See foot-note (*e*) on page ii.

(*a*) Opened for traffic on the 1st April 1899.
(*b*) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.
(*c*) Opened for traffic from the 1st March 1899; but no accounts were received for the 1st half-year.
(*d*) Including £37,876 on account of interest on capital during construction.
(*e*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			₹	Miles.	Miles.	₹	₹	₹
	Metre gauge—*concld.*	1st half	60,57,25,653	7,642½	10,484,778	3,38,89,340	1,71,23,374	1,67,65,966
	Brought forward metre gauge	2nd half	61,41,34,317	7,760	11,280,246	3,50,45,208	1,75,10,442	1,75,34,766
		Total and average (a)	61,44,20,497	7,706	21,779,580	6,89,67,810	3,46,60,402	3,43,07,408
LXII	Nilgiri (b)	1st half	47,50,063	1½	1,784	4,888	4,284	604
		2nd half	47,87,869	17	23,793	79,560	59,956	19,604
		Total and average	47,87,869	9¼	25,577	84,448	64,240	20,208
LXIII	The Gaekwar's Mehsána	1st half	32,82,173	92½	57,574	1,94,553	85,367	1,09,186
		2nd half	32,83,612	92½	67,456	1,81,607	74,140	1,07,467
		Total and average	32,83,612	92½	125,030	3,76,160	1,59,507	2,16,653
LXIV	Hyderabad-Gódávari Valley (c)	1st half	...	...	...	...	...	...
		2nd half	75,80,623	50½	22,231	63,381	26,503	36,878
		Total and averag	75,80,623	25¼	22,231	63,381	26,503	36,878
LXV	Kolhápur	1st half	23,24,807	29	13,837	57,555	36,140	21,415
		2nd half	23,24,807	29	12,492	41,640	29,069	12,571
		Total and average	23,24,807	29	26,329	99,195	65,209	33,986
LXVI	Yesvantpur-Mysore frontier	1st half	24,03,228	51¼	41,538	76,257	47,873	28,384
		2nd half	(c) 24,03,073	51¼	41,375	73,106	50,962	22,144
		Total and average	24,03,073	51¼	82,913	1,49,363	98,835	50,528
LXVII	Mysore-Nanjangúd	1st half	6,21,548	15¼	9,674	8,208	5,153	3,055
		2nd half	6,21,853	15¼	6,965	8,602	5,986	2,616
		Total and average	6,21,853	15½	16,639	16,810	11,139	5,671
LXVIII	Birur-Shimoga (d)	1st half	...	...	...	...	...	...
		2nd half	20,14,436	6½	2,341	6,186	4,305	1,881
		Total and average	20,14,436	3¼	2,341	6,186	4,305	1,881
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	82,42,001	336	235,463	8,99,702	4,15,881	4,83,821
		2nd half	81,48,213	389½	260,801	10,09,395	3,26,372	6,83,023
		Total and average	81,48,213	358¾	496,264	19,09,097	7,42,253	11,66,844
	Bikaner section	1st half	19,99,432	85¾	34,866	86,279	32,876	53,403
		2nd half	20,14,734	95	43,005	88,260	37,319	50,941
		Total and average	20,14,734	90¼	77,871	1,74,539	70,195	1,04,344
LXXIII	Udaipur-Chitor	1st half	16,12,975	60¾	22,782	83,554	49,490	34,064
		2nd half	19,34,912	65½	28,345	1,26,986	56,221	70,765
		Total and average	19,34,912	63	51,127	2,10,540	1,05,711	1,04,829
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	1,75,59,762	333¾	278,661	10,24,290	4,60,433	5,63,857
		2nd half	1,75,92,036	333¾	240,241	8,29,193	4,66,115	3,63,078
		Total and average	1,75,92,036	333¾	518,902	18,53,483	9,26,548	9,26,935
LXXV	Jetalsar-Rájkot	1st half	15,81,597	46¼	20,835	1,04,678	62,755	41,923
		2nd half	15,83,208	46¾	22,098	94,249	57,446	36,803
		Total and average	15,83,208	46¼	42,933	1,98,927	1,20,201	78,726
LXXVI	Jámnagar	1st half	22,94,142	54½	18,429	66,322	39,076	27,246
		2nd half	22,97,377	54½	18,590	60,001	35,707	24,294
		Total and average	22,97,377	54½	37,019	1,26,323	74,783	51,540
LXXVII	Dhrángadra	1st half	5,54,161	20¾	7,809	37,223	23,145	14,078
		2nd half	5,64,088	20¾	7,956	26,653	19,753	6,900
		Total and average	5,64,088	20¾	15,765	63,876	42,898	20,978
	Total metre gauge	1st half	65,29,51,542	8,769½	11,228,030	3,65,32,849	1,83,85,847	1,81,47,002
		2nd half	67,12,85,158	9,018½	12,077,935	3,77,34,027	1,87,60,296	1,89,73,731
		Total and average (a)	67,15,71,338	8,898¾	23,320,521	7,43,00,138	3,71,72,729	3,71,27,409

* See foot-note (a) on page ii.

(a) Including the Deoghur railway for which yearly figures are shown.
(b) Opened for traffic from the 15th June 1899.
(c) Opened for traffic from the 21st October 1899.
(d) Opened for traffic from the 1st December 1899.
(e) The decrease as compared with the previous half year is due to certain credits.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—concluded.

GENERAL RESULTS—*concluded.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	SPECIAL GAUGES.							
LXXXIII	Jorhát (2′ 0″)	1st half	8,75,132	26½	15,598	44,881	53,508	—8,627
		2nd half	8,75,342	25½	14,508	51,607	48,926	2,681
		Total and average	8,75,342	25¾	30,106	96,488	1,02,434	—5,946
LXXXIV	Cherra-Companyganj (2′ 6″) (*a*)	1st half	(*b*) 3,39,343	3¾	2,624	6,556	31,042	—24,486
		2nd half	(*b*) 3,38,749	...	...	2,459	12,580	—10,121
		Total and average	(*b*) 3,38,749	1¾	2,624	9,015	43,622	—34,607
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	32,39,302	51	93,104	3,67,229	2,18,839	1,48,390
		2nd half	32,95,462	51	71,537	3,47,756	2,39,336	1,08,420
		Total and average	32,95,462	51	1,64,641	7,14,985	4,58,175	2,56,810
LXXXVII	Bársi Light (2′ 6″)	1st half	(*c*) 13,42,280	21⅓	9,114	98,964	47,570	51,394
		2nd half	(*c*) 13,43,297	21½	8,778	57,154	43,964	13,190
		Total and average	(*c*) 13,43,297	21½	17,892	1,56,118	91,534	64,484
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	11,34,815	(*d*) 28½	34,257	1,29,891	69,434	60,457
		2nd half	11,41,307	(*d*) 28½	37,172	1,20,872	68,535	52,337
		Total and average	11,41,307	(*d*) 28½	71,429	2,50,763	1,37,969	1,12,794
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	6,09,434	(*d*) 21¾	17,915	37,494	26,860	10,634
		2nd half	6,09,434	(*d*) 21¾	16,997	35,902	25,083	10,819
		Total and average	6,09,434	(*d*) 21¾	34,912	73,396	51,943	21,453
XC	Ránaghat-Krishnagar (2′ 6″) (*e*)	1st half	7,31,259	9¾	(*f*)	15,692	11,594	4,098
		2nd half	7,27,809	15	20,755	30,656	26,339	4,317
		Total and average	7,27,809	12¾	20,755	46,348	37,933	8,415
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	9,51,113	31	36,049	33,106	27,640	5,466
		2nd half	9,51,113	31	36,355	33,062	26,336	6,726
		Total and average	9,51,113	31	72,404	66,168	53,976	12,192
XCII	Tezpore-Bálipárá (2′ 6″)	1st half	4,60,087	20	16,160	40,771	33,728	7,043
		2nd half	4,74,177	20	16,780	54,386	35,273	19,113
		Total and average	4,74,177	20	32,940	95,157	69,001	26,156
XCIV	Gwalior Light (2′ 0″) (*g*)	1st half	...	...	...	...	...	...
		2nd half	22,68,556	10½	4,982	4,094	8,207	—4,113
		Total and average	22,68,556	5	4,982	4,094	8,207	—4,113
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	20,89,817	78¾	47,277	1,28,473	78,916	49,557
		2nd half	20,73,066	78¾	40,095	1,17,501	79,487	38,014
		Total and average	20,73,066	78¾	87,372	2,45,974	1,58,403	87,571
XCVI	Rajpipla (2′ 6″)	1st half	8,29,651	24¾	9,199	19,769	12,919	6,850
		2nd half	13,06,712	37	11,558	16,031	14,403	1,628
		Total and average	13,06,712	30¾	20,757	35,800	27,322	8,478
XCVIII	Cooch Behar (2′ 6″)	1st half	11,86,101	27	24,305	36,110	18,435	17,675
		2nd half	12,59,345	33¼	30,984	46,663	21,265	25,398
		Total and average	12,59,345	30	55,289	82,773	39,700	43,073
XCIX	Morvi (2′ 6″)	1st half	24,41,284	94½	85,812	2,19,252	1,09,901	1,09,351
		2nd half	24,42,812	94½	96,848	2,01,234	1,40,532	60,702
		Total and average	24,42,812	94½	182,660	4,20,486	2,50,433	1,70,053
	TOTAL SPECIAL GAUGES	1st half	1,62,29,618	438½	391,414	11,78,188	7,40,386	4,37,802
		2nd half	1,91,07,181	468	407,349	11,19,377	7,90,266	3,29,111
		Total and average	1,91,07,181	453	798,763	22,97,565	15,30,652	7,66,913
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	2,79,95,57,286	22,748	77,144,104	29,34,80,380	13,89,56,311	15,45,24,069

* See foot-note (*a*) on page ii.

(*a*) The line was closed to traffic from 28th March 1899 and has not since been re-opened.
(*b*) Excluding the outlay (₹4,30,153) on the hill incline section, which is now being dismantled.
(*c*) Including ₹59,214 on account of interest on capital during construction.
(*d*) Figures taken from Part I of the Administration Report.
(*e*) Opened for traffic from the 5th April 1899.
(*f*) Information not available.
(*g*) Opened for traffic from the 2nd December 1899.

N.B.—This table excludes the West of India Portuguese, Pondicherry and Káraikkal-Peralam railways. This remark applies to all the subsequent tables.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1899. [Form No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian (a)	1st half	97,84,416	2,21,31,586	60,236	1,12,482	40,745	3,15,252	3,24,44,717
		2nd half	99,10,409	2,25,94,590	57,624	1,20,558	66,470	3,13,071	3,30,62,722
		Total	1,96,94,825	4,47,26,176	1,17,860	2,33,040	1,07,215	6,28,324	6,55,07,439
II	Bengal Central	1st half	3,46,715	1,16,001	1,070	...	71,009	6,291	5,41,086
		2nd half	3,46,768	2,22,337	887	...	23,357	5,254	5,98,603
		Total	6,93,483	3,38,338	1,957	...	94,366	11,545	11,39,689
III	Bengal-Nágpur	1st half	10,46,584	33,44,788	11,000	...	3,13,678	37,776	47,53,826
		2nd half	11,05,903	30,18,839	13,415	...	1,47,415	34,062	43,19,634
		Total	21,52,487	63,63,627	24,415	...	4,61,093	71,838	90,73,460
IV	Indian Midland (b)	1st half	13,44,605	25,91,088	14,735	...	14,860	54,093	40,19,381
		2nd half	12,89,016	25,83,323	19,064	...	4,449	68,829	39,64,381
		Total	26,33,621	51,74,411	33,799	...	19,009	1,22,922	79,83,762
VI	Godhra-Ratlam-Nágdá	1st half	83,463	6,49,425	1,056	...	—3,380	...	7,30,564
		2nd half	93,455	4,41,677	1,423	...	—2,923	...	5,33,632
		Total	1,76,918	10,91,102	2,479	...	—6,303	...	12,64,196
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway						54,582
		2nd half							31,268
		Total							83,850
VIII	Dhond-Manmád	1st half							1,38,944
		2nd half							1,72,915
		Total							3,11,859
IX	Bezwada extension (East Coast State).	1st half	17,939	71,025	142	...	...	172	89,278
		2nd half	16,537	1,13,291	145	...	92,738	183	2,22,894
		Total	34,476	1,84,316	287	...	92,738	355	3,12,172
	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	30,622	19,508	31	...	...	72	50,233
		2nd half	Included with the East Coast State railway.						
		Total	30,622	19,508	31	...	...	72	50,233
XI	North Western State	1st half	57,64,468	1,24,76,434	42,422	44,264	1,68,542	1,74,642	1,86,70,772
		2nd half	59,04,942	1,01,26,856	51,536	7,340	2,12,019	2,48,294	1,65,50,987
		Total	1,16,69,410	2,26,03,290	93,958	51,604	3,80,561	4,22,936	3,52,21,759
XII	Hyderabad-Shadipalli	1st half	47,288	60,199	620	...	...	438	1,08,545
		2nd half	47,782	66,322	2,336	...	...	257	1,16,697
		Total	95,070	1,26,521	2,956	...	...	695	2,25,242
XIII	Oudh and Rohilkhand State (c)	1st half	22,40,145	31,91,168	14,317	...	3,18,240	63,229	58,27,099
		2nd half	20,17,502	25,98,328	16,330	...	2,87,477	3,92,254	53,11,891
		Total	42,57,647	57,89,496	30,047	...	6,05,717	4,55,483	1,11,38,990
XIV	Eastern Bengal State	1st half	15,21,343	17,98,347	9,506	12,880	(d)	2,64,854	36,06,930
		2nd half	15,08,704	37,12,586	9,588	13,599	(d)	2,01,114	54,45,591
		Total	30,30,047	55,10,933	19,094	26,479	(d)	4,65,968	90,52,521
	TOTAL STANDARD GAUGE carried over.	1st half	2,22,27,588	4,64,49,569	1,55,135	1,69,626	9,23,694	9,16,819	7,10,33,957
		2nd half	2,22,41,018	4,54,78,149	1,72,348	1,41,497	8,30,702	12,63,318	7,03,31,215
		Total	4,44,68,606	9,19,27,718	3,27,483	3,11,123	17,54,396	21,80,137	14,13,65,172

(a) Including the Delhi-Umballa-Kalka and Tarkessur and South Behar (Luckeeserai-Gya) railways. This remark applies to all the subsequent tables excepting the Interest table.

(b) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways. This remark applies to all the subsequent tables excepting the Interest table.

(c) Including the Cawnpore-Burhwal railway (metre gauge link). This remark applies to all the subsequent tables.

(d) Shown under "Other items" as the information is not available separately.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Standard gauge—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward Standard gauge.	1st half	2,22,27,588	4,64,49,569	1,55,135	1,69,626	9,23,694	9,16,819	7,10,33,957
		2nd half	2,22,41,018	4,54,78,149	1,72,348	1,41,497	8,30,702	12,63,318	7,03,31,215
		Total .	4,44,68,606	9,19,27,718	3,27,483	3,11,123	17,54,396	21,80,137	14,13,65,172
XV	Calcutta Port Commissioners'.	1st half	...	1,94,105	...	...	...	34,567	2,28,672
		2nd half	...	1,89,098	...	...	...	28,776	2,17,874
		Total .	...	3,83,203	...	...	...	63,343	4,46,546
XVI	East Coast State .	1st half	10,75,055	10,85,082	8,157	50,250	9,319	11,579	22,39,442
		2nd half	10,56,893	9,68,933	7,573	23,851	22,470	22,847	21,02,572
		Total .	21,31,953	20,54,015	15,730	74,101	31,789	34,426	43,42,014
XVII	Great Indian Peninsula	1st half	40,15,348	1,60,94,802	33,124	...	29,699	1,19,394	2,02,92,367
		2nd half	41,95,876	1,11,21,063	45,761	...	42,704	1,11,660	1,55,17,064
		Total .	82,11,224	2,72,15,865	78,885	...	72,403	2,31,054	3,58,09,431
XVIII	Bombay, Baroda and Central India.	1st half	23,25,681	65,82,071	23,649	...	76,370	1,19,604	91,27,375
		2nd half	24,05,139	57,69,402	30,275	...	38,912	93,942	83,37,670
		Total .	47,30,820	1,23,51,473	53,924	...	1,15,282	2,13,546	1,74,65,045
XIX	Madras . . .	1st half	16,53,090	30,57,954	8,515	...	16,676	77,273	48,13,508
		2nd half	18,92,276	36,89,016	8,230	...	65,265	76,776	57,31,563
		Total	35,45,366	67,46,970	16,745	...	81,941	1,54,049	1,05,45,071
XXIII	Southern Punjab (Delhi-Samásata).	1st half	2,42,722	4,62,081	...	...	...	4,475	7,09,278
		2nd half	1,94,375	4,73,967	...	...	...	4,474	6,72,816
		Total .	4,37,097	9,36,048	...	...	...	8,949	13,82,094
XXV	Tapti Valley . .	1st half	32,262	28,817	569	...	...	...	61,648
		2nd half	56,228	1,22,523	1,601	...	...	593	1,80,945
		Total .	88,490	1,51,340	2,170	...	...	593	2,42,593
XXVI	Khámgaon . .	1st half	Included with the Great Indian Peninsula railway						10,901
		2nd half							3,949
		Total .							14,850
XXVII	Amráoti . . .	1st half							22,215
		2nd half							10,884
		Total .							33,099
XXXI	The Nizam's Guaranteed State.	1st half	4,31,361	14,83,843	9,447	...	2,840	25,093	19,52,584
		2nd half	4,19,361	17,53,492	11,018	...	—47,034	20,780	21,57,617
		Total .	8,50,722	32,37,335	20,465	...	—44,194	45,873	41,10,201
XXXII	Nágdá-Ujjain . .	1st half	15,589	50,590	235	...	...	3	66,417
		2nd half	13,983	65,988	722	...	...	65	80,758
		Total .	29,572	1,16,578	957	...	...	68	1,47,175
XXXIII	The Gaekwar's Peshkád	1st half	15,342	16,779	348	...	...	2,506	34,975
		2nd half	17,023	17,778	671	...	...	221	35,693
		Total .	32,365	34,557	1,019	...	...	2,727	70,668
XXXIV	Kolar Gold-fields .	1st half	15,121	57,443	130	...	...	213	72,907
		2nd half	23,675	80,874	40	...	...	171	1,04,760
		Total .	38,796	1,38,317	170	...	...	384	1,77,667
XXXVI	Rájpura-Bhátinda .	1st half	1,83,805	1,62,696	2,160	...	...	679	3,49,340
		2nd half	1,64,735	1,60,459	2,987	...	...	1,999	3,30,180
		Total .	3,48,540	3,23,155	5,147	...	...	2,678	6,79,520
XXXVII	Jammu and Kashmir (Native state section).	1st half	18,951	6,551	254	...	...	11	25,767
		2nd half	21,086	4,478	153	...	...	48	25,765
		Total .	40,037	11,029	407	...	...	59	51,532
	Total Standard Gauge	1st half	3,22,51,915	7,57,32,383	2,41,723	2,19,876	10,58,598	13,12,216	11,10,41,356
		2nd half	3,27,01,673	6,98,95,220	2,81,379	1,65,348	9,53,019	16,25,670	10,58,41,325
		Total	6,49,53,588	14,56,27,603	5,23,102	3,85,224	20,11,617	29,37,886	21,68,82,678

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1899. [From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			₹	₹	₹	₹	₹	₹	₹
	METRE GAUGE.								
XXXIX	Bengal and North-Western—								
	Tirhoot section	1st half	14,22,475	23,24,870	16,536	3,37,790	14,697	1,05,616	42,21,984
	Company's section	2nd half	13,28,120	18,11,427	16,942	2,43,564	50,294	97,338	35,47,685
		Total .	27,50,595	41,36,297	33,478	5,81,354	64,991	2,02,954	77,69,669
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	2,09,511	4,20,271	4,008	...	8,980	18,997	6,61,767
		2nd half	1,85,461	3,62,833	5,123	...	29,042	27,934	6,10,393
		Total .	3,94,972	7,83,104	9,131	...	38,022	46,931	12,72,160
XLI	Rajputana-Malwa .	1st half	33,68,415	81,73,631	33,872	...	47,244	1,35,256	1,17,58,418
		2nd half	30,51,940	97,38,178	56,227	...	82,362	1,43,220	1,30,71,927
		Total .	64,20,355	1,79,11,809	90,099	...	1,29,606	2,78,476	248,30,345
XLII	Pálanpur-Deesa . .	1st half	10,024	11,083	36	...	...	9	21,152
		2nd half	10,387	13,032	49	...	...	8	23,476
		Total .	20,411	24,115	85	...	...	17	44,628
XLIII	Southern Mahratta .	1st half	7,02,029	20,91,685	12,491	...	28,968	36,363	28,71,536
		2nd half	6,87,604	22,54,197	13,204	...	8,391	35,684	29,99,080
		Total .	13,89,633	43,45,882	25,695	...	37,359	72,047	58,70,616
XLIV	Guntakal-Mysore frontier.	1st half	64,049	1,14,879	942	...	3,226	1,217	1,84,313
		2nd half	77,238	1,17,123	791	...	4,424	940	2,00,516
		Total .	1,41,287	2,32,002	1,733	...	7,650	2,157	3,84,829
XLV	Mysore section (Southern Mahratta).	1st half	1,65,568	3,36,644	3,547	...	3,549	7,422	5,16,730
		2nd half	1,86,067	3,45,632	3,702	...	848	7,490	5,43,739
		Total .	3,51,635	6,82,276	7,249	...	4,397	14,912	10,60,469
XLVI	South Indian . .	1st half	20,53,536	20,74,245	10,598	...	3,043	51,916	41,93,338
		2nd half	21,85,551	20,34,244	10,562	...	6,815	43,952	42,81,124
		Total .	42,39,087	41,08,489	21,160	...	9,858	95,868	84,74,462
XLVII	Máyavaram-Mutupet .	1st half	89,724	30,340	392	...	...	647	1,21,103
		2nd half	89,874	29,900	392	...	...	792	1,20,958
		Total .	1,79,598	60,240	784	...	...	1,439	2,42,061
XLVIII	Assam-Bengal . .	1st half	5,20,174	2,88,309	7,158	...	...	15,167	8,30,748
		2nd half	4,07,562	3,59,056	7,219	152	...	14,909	7,88,898
		Total .	9,27,736	6,47,365	14,377	152	...	30,016	16,19,646
XLIX	Burma . . .	1st half	24,40,983	22,33,946	14,505	13,520	...	56,273	42,59,221
		2nd half	18,67,077	20,66,070	13,131	13,435	...	1,06,790	40,66,503
		Total .	43,08,060	43,00,016	27,636	26,955	...	1,63,063	83,25,724
L	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla 2'6" gauge, branch).	1st half	8,86,659	14,06,328	5,594	2,09,102	(a)	30,261	25,37,944
		2nd half	9,57,143	21,12,902	6,037	3,38,664	(a)	22,311	34,37,057
		Total .	18,43,802	35,19,230	11,631	5,47,766	(a)	52,572	59,75,001
	Dacca section . .	1st half	1,91,714	71,552	1,206	...	(a)	8,447	2,72,919
		2nd half	1,99,684	1,03,092	1,381	...	(a)	7,838	3,11,995
		Total .	3,91,398	1,74,644	2,587	...	(a)	16,285	5,84,914
	Total Metre gauge carried over.	1st half	1,21,24,861	1,95,77,777	1,10,885	5,60,412	1,09,707	4,67,531	3,29,51,173
		2nd half	1,12,33,708	2,13,47,686	1,34,760	5,95,815	1,82,176	5,09,206	3,40,03,351
		Total .	2,33,58,569	4,09,25,463	2,45,645	11,56,227	2,91,883	9,76,737	6,69,54,524

(a) Shown under "Other items" as the information is not available separately.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—*contd.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE.	1st half	1,21,24,861	1,95,77,777	1,10,885	5,60,412	1,09,707	4,67,531	3,29,51,173
		2nd half	1,12,33,708	2,13,47,686	1,34,760	5,95,815	1,82,176	5,09,206	3,40,03,351
		Total .	2,33,58,569	4,09,25,463	2,45,645	11,56,227	2,91,883	9,76,737	6,69,54,524
LIII	Deoghur . . .	1st half	} 28,807	4,261	...	...	...	194	33,262
		2nd half							
		Total .	28,807	4,261	...	...	...	194	33,262
LIV	Brahmaputra-Sultanpur (*a*).	1st half	6,636	3,961	99	...	...	3	10,699
		2nd half	13,969	11,413	205	...	...	14	25,601
		Total .	20,605	15,374	304	...	...	17	36,300
LV	Mymensingh Jamálpur-Jagannathganj .	1st half	23,503	5,683	48	...	...	28	29,262
		2nd half	28,890	8,062	241	...	...	44	37,237
		Total .	52,393	13,745	289	...	...	72	66,499
LVI	Rohilkund and Kumaon (Company's section).	1st half	1,11,911	69,682	431	...	1,529	60,146	2,43,699
		2nd half	1,16,254	45,809	417	...	5,911	53,533	2,21,924
		Total .	2,28,165	1,15,491	848	...	7,440	1,13,679	4,65,623
LVII	Segowlie-Raxaul(*b*) .	1st half	Information not available.						
		2nd half	2,347	2,852	234	...	...	...	5,433
		Total .	2,347	2,852	234	...	...	...	5,433
LVIII	Bengal-Dooars . .	1st half	26,191	60,513	146	6,964	...	369	94,183
		2nd half	27,762	1,42,200	226	6,027	...	2,639	1,78,854
		Total .	53,953	2,02,713	372	12,991	...	3,008	2,73,037
LIX	Dibru-Sadiya . .	1st half	68,415	3,34,355	4,975	...	5,274	10,264	4,23,283
		2nd half	70,348	3,44,820	5,504	...	6,596	8,863	4,36,131
		Total .	1,38,763	6,79,175	10,479	...	11,870	19,127	8,59,414
LX	Ledo and Tikak-Margherita Colliery.	1st half	...	31,626	...	...	...	...	31,626
		2nd half	...	31,458	...	...	...	...	31,458
		Total .	...	63,084	...	...	...	...	63,084
LXI	Ahmedabad-Parántij	1st half	50,767	53,801	794	...	...	53	1,05,415
		2nd half	46,469	57,913	835	...	...	2	1,05,219
		Total .	97,236	1,11,714	1,629	...	...	55	2,10,634
LXII	Nilgiri (*c*) . . .	1st half	3,587	1,290	2	...	...	9	4,888
		2nd half	45,102	34,043	71	...	...	344	79,560
		Total .	48,689	35,333	73	...	...	353	84,448
LXIII	The Gaekwar's Mehsána	1st half	91,777	1,01,479	868	...	...	429	1,94,553
		2nd half	74,608	1,05,245	1,744	...	...	10	1,81,607
		Total .	1,66,385	2,06,724	2,612	...	...	439	3,76,160
LXIV	Hyderabad-Godavari Valley (*d*).	1st half	...	...	...	...	...	...	...
		2nd half	9,999	53,211	150	...	...	21	63,381
		Total .	9,999	53,211	150	...	..	21	63,381
LXV	Kolhápur . . .	1st half	19,764	36,155	1,127	...	...	509	57,555
		2nd half	14,372	25,580	1,369	...	...	319	41,640
		Total .	34,136	61,735	2,496	...	...	828	99,195
	TOTAL METRE GAUGE carried over.	1st half	1,25,27,412	2,02,76,322	1,19,375	5,67,376	1,16,510	5,39,341	3,41,46,336
		2nd half	1,16,83,828	2,22,10,292	1,45,756	6,01,842	1,94,683	5,74,995	3,54,11,396
		Total (*e*)	2,42,40,047	4,24,90,875	2,65,131	11,69,218	3,11,193	11,14,530	6,95,90,994

(*a*) Opened for traffic from the 1st April 1899.
(*b*) Opened from the 1st March 1899.
(*c*) Opened from the 1st December 1899.
(*d*) Opened for traffic from the 21st October 1899.
(*e*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1899.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE.	1st half	1,25,27,412	2,02,76,322	1,19,375	5,67,376	1,16,510	5,39,341	3,41,46,336
		2nd half	1,16,83,828	2,22,10,292	1,45,756	6,01,842	1,94,683	5,74,995	3,54,11,396
		Total(*a*)	2,42,40,047	4,24,90,875	2,65,131	11,69,218	3,11,193	11,14,530	6,95,90,994
LXVI	Yesvantpur-Mysore frontier	1st half	25,573	49,777	485	...	...	422	76,257
		2nd half	30,279	42,119	396	...	...	312	73,106
		Total	55,852	91,896	881	...	...	734	1,49,363
LXVII	Mysore-Nanjangúd	1st half	3,841	4,195	110	...	...	62	8,208
		2nd half	5,314	3,172	63	...	...	53	8,602
		Total	9,155	7,367	173	...	...	115	16,810
LXVIII	Birur-Shimoga(*b*)	1st half	...	...	...	...	...	...	...
		2nd half	3,089	3,036	39	...	...	22	6,186
		Total	3,089	3,036	39	...	...	22	6,186
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	2,72,894	6,16,810	9,345	...	...	653	8,99,702
		2nd half	2,54,995	7,32,945	21,034	...	...	421	10,09,395
		Total	5,27,889	13,49,755	30,379	...	...	1,074	19,09,097
	Bikaner section	1st half	28,518	52,804	4,900	...	...	57	86,279
		2nd half	21,008	59,042	8,149	...	...	61	88,260
		Total	49,526	1,11,846	13,049	...	...	118	1,74,539
LXXIII	Udaipur-Chitor	1st half	52,918	30,103	373	...	...	160	83,554
		2nd half	44,951	78,718	1,080	...	2,013	224	1,26,986
		Total	97,869	1,08,821	1,453	...	2,013	384	2,10,540
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	4,66,632	5,34,404	6,160	...	7,125	9,969	10,24,290
		2nd half	3,52,185	4,45,488	9,374	...	6,045	16,101	8,29,193
		Total	8,18,817	9,79,892	15,534	...	13,170	26,070	18,53,483
LXXV	Jetalsar-Rájkot	1st half	76,567	26,530	1,364	...	...	217	1,04,678
		2nd half	59,309	32,972	1,827	...	...	141	94,249
		Total	1,35,876	59,502	3,191	...	...	358	1,98,927
LXXVI	Jámnagar	1st half	48,917	13,793	319	...	3,215	78	66,322
		2nd half	39,488	17,244	425	...	2,799	45	60,001
		Total	88,405	31,037	744	...	6,014	123	1,26,323
LXXVII	Dhrángadra	1st half	13,847	23,025	343	...	...	8	37,223
		2nd half	10,460	15,940	248	...	...	5	26,653
		Total	24,307	38,965	591	...	...	13	63,876
	TOTAL METRE AUGE	1st half	1,35,17,119	2,16,27,763	1,42,774	5,67,370	1,26,850	5,50,967	3,65,32,849
		2nd half	1,25,04,906	2,36,40,968	1,88,391	6,01,842	2,05,540	5,92,380	3,77,34,027
		Total (*a*)	2,60,50,832	4,52,72,992	3,31,165	11,69,218	3,32,390	11,43,541	7,43,00,138
	SPECIAL GAUGES.								
LXXXIII.	Jorhát (2′ 0″)	1st half	6,251	37,730	281	...	...	619	44,881
		2nd half	6,027	44,893	283	...	...	404	51,607
		Total	12,278	82,623	564	...	...	1,023	96,488
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	6,556	...	...	...	...	6,556
		2nd half	...	2,459	...	...	...	...	2,459
		Total	...	9,015	...	...	...	...	9,015
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	1,41,485	2,21,582	1,894	...	...	2,268	3,67,229
		2nd half	1,35,266	2,05,890	2,050	...	...	4,550	3,47,756
		Total	2,76,751	4,27,472	3,944	...	...	6,818	7,14,985
LXXXVII	Bársi Light (2′ 6″)	1st half	11,182	86,325	131	...	...	1,326	98,964
		2nd half	9,738	45,911	229	...	...	1,276	57,154
		Total	20,920	1,32,236	260	...	...	2,602	1,56,118
	TOTAL SPECIAL GAUGES carried over	1st half	1,58,918	3,52,193	2,306	...	...	4,213	5,17,630
		2nd half	1,51,031	2,99,153	2,562	...	...	6,230	4,58,976
		Total	3,09,949	6,51,346	4,868	...	...	10,443	9,76,606

(*a*) Including the Deoghur railway, for which yearly figures are shown.
(*b*) Opened for traffic from the 1st December 1899.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*concluded.*

*[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Special gauges—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward Special gauges	1st half	1,58,918	3,52,193	2,306	...	...	4,213	5,17,630
		2nd half	1,51,031	2,99,153	2,562	...	...	6,230	4,58,976
		Total	3,09,949	6,51,346	4,868	...	...	10,443	9,76,606
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	1,24,151	5,553	...	...	...	187	1,29,891
		2nd half	1,15,501	5,237	...	...	...	134	1,20,872
		Total	2,39,652	10,790	...	...	...	321	2,50,763
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	35,569	1,871	...	...	...	54	37,494
		2nd half	33,844	2,027	...	...	...	31	35,902
		Total	69,413	3,898	...	...	...	85	73,396
XC	Rânaghat-Krishnagar (2′ 6″)(*a*)	1st half	15,258	407	...	...	...	27	15,692
		2nd half	29,881	592	...	...	...	183	30,656
		Total	45,139	999	...	...	...	210	46,348
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	29,991	2,670	174	...	...	271	33,106
		2nd half	28,687	3,634	115	...	...	626	33,062
		Total	58,678	6,304	289	...	...	897	66,168
XCII	Tezpore-Bálipárá (2′ 6″)	1st half	17,996	19,450	800	...	...	2,525	40,771
		2nd half	18,665	32,525	912	...	...	2,284	54,386
		Total	36,661	51,975	1,712	...	...	4,809	95,157
XCIV	Gwalior Light (2′ 0″) (*b*)	1st half							
		2nd half	2,216	1,877	...	...	...	1	4,094
		Total	2,216	1,877	...	...	...	1	4,094
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	50,509	76,220	1,360	...	...	384	1,28,473
		2nd half	52,978	62,152	2,075	...	...	296	1,17,501
		Total	1,03,487	1,38,372	3,435	...	...	680	2,45,974
XCVI	Rajpipla (2′ 6″)	1st half	4,644	15,002	58	...	...	65	19,769
		2nd half	6,518	9,334	62	...	...	117	16,031
		Total	11,162	24,336	120	...	...	182	35,800
XCVIII	Cooch Behar (2′ 6″)	1st half	15,871	16,616	159	3,208	...	256	36,110
		2nd half	19,309	23,775	188	3,099	...	292	46,663
		Total	35,180	40,391	347	6,307	...	548	82,173
XCIX	Morvi (2′ 6″)	1st half	1,30,324	85,663	2,697	...	...	568	2,19,252
		2nd half	1,15,074	81,151	4,455	...	...	554	2,01,234
		Total	2,45,398	1,66,814	7,152	...	...	1,122	4,20,486
	Total Special gauges	1st half	5,83,231	5,75,645	7,554	3,208	...	8,550	11,78,188
		2nd half	5,73,704	5,21,457	10,369	3,099	...	10,748	11,19,377
		Total	11,56,935	10,97,102	17,923	6,307	...	19,298	22,97,565
	Total of all gauges for the year.	...	9,21,61,355	19,19,97,697	8,72,190	15,60,749	23,44,007	41,00,725	29,34,80,381

(*a*) Opened for traffic from the 5th April 1899.
(*b*) Opened for traffic from the 2nd December 1899.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class. Average fare per mile.	First class. Number.	First class. Earnings.	Second class. Average fare per mile.	Second class. Number.	Second class. Earnings.	Third or Intermediate class. Average fare per mile.	Third or Intermediate class. Number.	Third or Intermediate class. Earnings.
	Standard Gauge.		Pies.		₹	Pies.		₹	Pies.		₹
I	East Indian	1st half	15·53	34,851	3,52,717	6·61	103,968	4,11,617	3·28	744,944	6,73,818
		2nd half	15·73	35,477	3,35,366	6·91	106,824	4,49,289	3·38	719,872	6,54,634
		Total and average	15·63	70,328	6,88,083	6·76	210,792	8,60,906	3·33	1,464,816	13,28,452
II	Bengal Central	1st half	9·74	1,680	3,534	4·94	15,796	12,053	3·53	26,967	16,452
		2nd half	14·27	1,453	3,854	7·25	11,222	11,912	3·46	28,969	18,408
		Total and average	12·50	3,133	7,388	6·10	27,018	23,965	3·50	55,936	34,860
III	Bengal-Nágpur	1st half	13·56	3,060	25,523	5·80	10,547	26,761	2·85	26,864	19,103
		2nd half	13·63	3,586	27,686	5·77	15,314	35,285	2·93	22,978	20,413
		Total and average	13·59	6,646	53,209	5·79	25,861	62,046	2·88	49,842	39,516
IV	Indian Midland	1st half	10·75	6,671	63,950	4·83	22,648	88,095	(a)2·97	(a)175,026	(a)2,22,941
		2nd half	10·91	5,743	66,173	4·95	20,596	83,864	(a)2·97	(a)144,037	(a)181,761
		Total and average	10·83	12,414	1,30,123	4·89	43,244	1,71,959	(a)2·97	(a)319,063	(a)4,04,702
VI	Godhra-Ratlam-Nágdá	1st half 2nd half Total and average	Included with the Rajputana-Malwa railway.								
IX	Bezwada extension (East Coast State).	1st half 2nd half Total and average	Included with the Nizam's Guaranteed State railway.								
...	Washerwenpet-Ennis section (Bezwada-Madras).	1st half	11·63	697	482	4·63	2,955	848	...	...	...
		2nd half	Included with the East Coast State railway.								
		Total and average	11·65	697	482	4·63	2,955	848	...	...	...
XI	North Western State	1st half	10·77	26,994	1,98,388	4·42	92,405	2,50,056	3·01	379,535	4,07,620
		2nd half	11·02	25,605	1,78,373	4·80	81,205	2,27,662	3·01	364,948	3,97,437
		Total and average	10·90	52,599	3,76,761	3·61	173,610	4,77,718	3·01	744,483	8,05,057
XII	Hyderabad-Shadipalli	1st half 2nd half Total and average	Included with the North Western State railway.								
XIII	Oudh and Rohilkhand State. (c)	1st half	11·40	11,624	64,880	5·29	34,859	82,838	3·36	178,314	1,36,219
		2nd half	11·35	10,355	56,626	5·43	33,969	83,212	3·33	168,661	1,31,354
		Total and average	11·38	21,979	1,21,506	4·36	68,828	1,66,050	3·34	346,975	2,67,573
XIV	Eastern Bengal State (d)	1st half	(e) 12·98	24,617	91,349	(e)6·17	62,541	1,03,088	(e)2·98	467,757	2,23,702
		2nd half	(e) 11·60	23,748	75,478	(e)6·36	60,484	1,01,979	(e)3·00	460,860	2,21,266
		Total and average	(e) 12·29	48,365	1,66,827	(e)6·26	123,025	2,05,067	(e) 2·99	928,617	4,44,968
XV	Calcutta Port Commissioners'.	1st half 2nd half Total and average	Open for goods traffic only.								
XVI	East Coast State	1st half	16·09	3,710	26,179	8·13	13,750	29,365	4·43	5,637	9,221
		2nd half	15·80	3,095	25,524	7·00	15,270	34,507	4·36	4,369	10,361
		Total and average	15·95	6,805	51,703	7·56	29,020	63,872	4·40	10,006	19,582
XVII	Great Indian Peninsula	1st half	10·89	59,930	2,72,259	3·95	528,999	4,39,799	(a)3·00	(a)187,529	(a)3,25,357
		2nd half	11·01	51,703	2,82,811	4·33	417,790	4,05,323	(a)3·00	(a)176,887	(a)3,27,055
		Total and average	10·95	111,633	5,55,070	4·14	946,789	8,45,122	(a)3·00	(a)364,416	(a)6,52,412
XVIII	Bombay, Baroda and Central India.	1st half	9·79	84,232	87,731	4·58	762,432	2,71,790	2·99	196,118	3,36,746
		2nd half	9·76	70,394	71,003	4·76	691,949	2,44,586	2·99	186,627	3,23,920
		Total and average	9·77	154,626	1,58,734	4·67	1,454,381	5,16,376	2·99	382,745	6,60,666
XIX	Madras	1st half	11·65	10,562	1,00,878	4·63	52,735	1,33,974	...	...	...
		2nd half	10 02	11,097	97,150	4·84	57,651	1,48,382	...	...	...
		Total and average	10·84	21,659	1,98,028	4·73	110,386	2,82,356	...	...	...
XXIII	Southern Punjab (Delhi-Samásata).	1st half 2nd half Total and average	Included with the North Western State railway.								
XXV	Tápti Valley	1st half	9·79	171	390	4·58	1,164	893	2·99	...	...
		2nd half	9·76	225	505	4·76	2,055	1,926	2·99	...	...
		Total and average	10·95	396	895	4·67	3,219	2,819	2·99	...	...
	Total Standard Gauge carried over.	1st half	...	268,799	12,88,260	...	1,704,799	18,51,177	...	2,388,691	23,71,179
		2nd half	...	242,481	12,20,549	...	1,514,329	18,27,927	...	2,278,208	22,86,609
		Total and average	...	511,280	25,08,809	...	3,219,128	36,79,104	...	4,666,899	46,57,788

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1899.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
2·51	9,485,860	72,16,936	10,369,623	86,55,088	11,29,681	97,84,769	353	97,84,416	1st half	I	
2·51	8,924,752	71,59,836	9,786,925	85,99,125	13,11,710	99,10,835	426	99,10,409	2nd half		
2·51	18,410,612	1,43,76,772	20,156,548	1,72,54,213	24,41,391	1,96,95,604	779	1,96,94,825	Total and average.		
2·84	843,557	2,82,130	838,000	3,14,169	32,546	3,46,715	...	3,46,715	1st half	II	
3·01	801,831	2,80,335	843,475	3,14,509	32,259	3,46,768	...	3,46,768	2nd half		
2·92	1,645,388	5,02,465	1,731,475	6,28,678	64,805	6,93,483	...	6,93,483	Total and average.		
1·97	1,490,184	8,81,229	1,530,655	9,52,616	93,968	10,46,584	...	10,46,584	1st half	III	
2·00	1,364,307	9,10,691	1,406,185	9,94,075	1,11,828	11,05,903	...	11,05,903	2nd half		
1·99	2,854,491	17,91,920	2,936,840	19,46,694	2,05,796	21,52,487	...	21,52,487	Total and average.		(*a*) Third class by mail trains. (*b*) Third class by other than mail trains. (*c*) Including the Cawnpore-Burhwal railway (metre gauge link). (*d*) Including the metre and special gauge sections of the undertaking. (*e*) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge section are pies 14·05, 6·26, 3·09, and 2·50 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1899, and pies 13·95, 6·05, 3·08, and 2·50, respectively, during the second-half of 1899.
(*b*) 2·55	(*b*) 884,538	(*b*) 7,60,876	1,088,883	11,35,862	2,08,743	13,44,605	...	13,44,605	1st half	IV	
(*b*) 2·55	(*b*) 771,064	(*b*) 6,43,102	941,440	9,74,900	3,14,116	12,89,016	...	12,89,016	2nd half		
(*b*) 2·55	(*b*) 1,655,602	(*b*) 14,03,978	2,030,323	21,10,762	5,22,859	26,33,621	...	26,33,621	Total and average.		
								83,463	1st half	VI	
								93,455	2nd half		
								1,76,918	Total and average.		
								17,939	1st half	IX	
								16,537	2nd half		
								34,476	Total and average.		
2·12	426,829	28,079	430,481	29,409	1,213	30,622	...	30,622	1st half	...	
									2nd half		
2·12	426,829	28,079	430,481	29,409	1,213	30,622	...	30,622	Total and average.		
2·26	8,151,342	47,43,017	8,650,276	55,99,081	6,58,160	62,57,241	4,92,773	57,64,468	1st half	XI	
2·26	8,134,948	46,82,875	8,606,796	54,86,347	8,46,573	63,32,920	4,27,978	59,04,942	2nd half		
2·26	16,286,290	94,25,892	17,256,982	1,10,85,428	15,04,733	1,25,90,161	9,20,751	1,16,69,410	Total and average.		
								47,288	1st half	XII	
								47,782	2nd half		
								95,070	Total and average.		
2·50	3,108,227	17,52,930	3,333,024	20,36,867	2,03,477	22,40,344	199	22,40,145	1st half	XIII	
2·50	2,846,720	15,40,236	3,039,705	18,11,428	2,06,095	20,17,523	21	20,17,502	2nd half		
2·50	5,954,947	32,93,166	6,392,729	38,48,295	4,09,572	42,57,867	220	42,57,647	Total and average.		
(*e*) 2·47	5,024,954	19,20,916	5,579,869	23,39,055	2,60,661	25,99,716	...	25,99,716	1st half	XIV	
(*e*) 2·48	4,976,613	19,47,038	5,521,705	23,45,761	3,19,770	26,65,531	...	26,65,531	2nd half		
(*e*) 2·48	10,001,567	38,67,954	11,101,574	46,84,816	5,80,431	52,65,247	...	52,65,247	Total and average.		
									1st half	XV	
									2nd half		
									Total and average.		
2·48	1,838,641	9,42,822	1,861,738	10,07,587	67,468	10,75,055	...	10,75,055	1st half	XVI	
2·48	1,881,406	9,13,636	1,904,140	9,84,028	72,871	10,56,899	...	10,56,899	2nd half		
2·48	3,720,047	18,56,458	3,765,878	19,91,615	1,40,339	21,31,954	...	21,31,954	Total and average.		
(*b*) 1·91	(*b*) 7,524,123	(*b*) 21,21,264	8,300,581	31,58,679	8,56,669	40,15,348	...	40,15,348	1st half	XVII	
(*b*) 1·92	(*b*) 7,197,546	(*b*) 21,86,166	7,843,926	32,01,355	9,94,520	41,95,875	...	41,95,875	2nd half		
(*b*) 1·91	(*b*) 14,721,669	(*b*) 43,07,430	16,144,507	63,60,034	18,51,189	82,11,223	...	82,11,223	Total and average.		
2·23	6,851,518	12,85,896	7,894,300	19,82,163	3,43,529	23,25,692	11	23,25,681	1st half	XVIII	
2·29	7,190,399	14,53,617	8,139,369	20,93,126	3,12,013	24,05,139	...	24,05,139	2nd half		
2·26	14,041,917	27,39,513	16,033,669	40,75,289	6,55,542	47,30,831	11	47,30,820	Total and average		
2·12	3,322,039	11,18,078	3,385,336	13,52,930	3,00,160	16,53,090	...	16,53,090	1st half	XIX	
2·10	3,922,842	13,50,461	3,991,590	15,95,993	2,96,283	18,92,276	...	18,92,276	2nd half		
2·11	7,244,881	24,68,539	7,376,926	29,48,923	5,96,443	35,45,366	...	35,45,366	Total and average.		
								2,42,722	1st half	XXIII	
								1,94,375	2nd half		
								4,37,097	Total and average.		
2·23	89,989	27,582	91,324	28,865	3,397	32,262	...	32,262	1st half	XXV	
2·29	135,758	50,972	138,038	53,403	2,825	56,228	...	56,228	2nd half		
2·26	225,747	78,554	229,362	82,268	6,222	88,490	...	88,490	Total and average.		
...	49,041,801	2,30,81,755	53,404,090	2,85,92,371	41,59,672	3,27,52,043	4,93,336	3,26,50,119	1st half		
...	48,148,186	2,31,18,965	52,183,204	2,84,54,050	48,20,863	3,32,74,913	4,28,425	3,31,98,637	2nd half		
...	97,189,987	4,62,00,720	105,587,294	5,70,46,421	89,80,535	6,60,26,956	9,21,761	6,58,48,756	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Standard gauge—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Standard gauge.	1st half	...	268,799	12,88,260	...	1,704,799	18,51,177	...	2,388,691	23,71,179
		2nd half	...	242,481	12,20,549	...	1,514,329	18,27,927	...	2,278,208	22,86,609
		Total and average.	...	511,280	25,08,809	...	3,219,128	36,79,104	...	4,666,899	46,57,788
XXXI	The Nizam's Guaranteed State.	1st half	15·40	3,917	30,370	4·60	19,111	43,106	(a)2·50	(a)129,004	(a)60,208
		2nd half	15·98	3,870	25,915	4·79	20,382	41,551	(a)2·50	(a)126,834	(a)56,765
		Total and average	15·24	7,867	56,285	4·69	39,493	84,657	(a)2·50	(a)255,838	(a)1,16,973
XXXII	Nágdá-Ujjain	1st half	9·79	134	328	4·58	586	550	2·99	328	156
		2nd half	9·76	76	238	4·76	344	454	2·90	216	103
		Total and average	9·77	210	566	4·67	930	1,004	2·99	544	259
XXXIII	The Gaekwar's Petlád	1st half	9·79	124	95	4·58	1,955	770	...	...	...
		2nd half	9·76	73	46	4·76	1,243	485	...	...	...
		Total and average	9·77	197	141	4·67	3,198	1,255	...	...	...
XXXIV	Kolar Gold-fields	1st half	11·65	1,878	785	4·63	8,233	1,590	...	...	...
		2nd half	10·02	1,918	794	4·84	9,470	1,823	...	...	...
		Total and average	10·84	3,796	1,579	4·73	17,703	3,413	...	...	...
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.								
		2nd half									
		Total and average.									
XXXVII	Jammu and Kashmir (Native state section).	1st half									
		2nd half									
		Total and average									
	Total Standard gauge	1st half	...	274,932	13,19,838	...	1,734,684	18,97,193	...	2,518,023	24,31,543
		2nd half	...	248,418	12,47,542	...	1,545,768	18,72,240	...	2,405,258	23,43,477
		Total and average	...	523,350	25,67,380	...	3,280,452	37,69,433	...	4,923,281	47,75,020
	Metre gauge.										
XXXIX	Bengal and North-Western— Tirhoot section Company's section	1st half	20·81	8,892	28,778	9·56	12,859	23,774	4·87	35,115	25,177
		2nd half	13·26	8,490	21,878	6·19	12,377	18,159	3·16	30,434	20,081
		Total and average	17·04	17,382	50,656	7·87	25,236	41,933	4·01	65,549	45,258
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	26·55	1,017	5,287	10·86	3,059	6,527	4·01	6,061	5,100
		2nd half	26·73	1,068	5,382	11·49	2,975	6,059	4·01	5,606	4,523
		Total and average	26·64	2,085	10,669	11·17	6,034	12,686	4·01	11,667	9,623
XLI	Rajputana-Malwa	1st half	13·61	9,645	74,338	5·82	30,617	1,14,917	2·98	134,859	1,46,157
		2nd half	13·37	8,931	55,936	6·35	34,778	99,800	2·98	124,689	1,31,119
		Total and average	13·49	18,576	1,30,274	6·09	74,395	2,14,717	2·98	259,548	2,77,276
XLII	Pálanpur-Deesa	1st half	13·61	289	293	5·82	1,208	451	...	...	...
		2nd half	13·37	271	276	6·35	959	397	...	...	...
		Total and average	13·49	560	569	6·09	2,167	848	...	...	...
XLIII	Southern Mahratta	1st half	11·29	7,787	40,965	5·18	34,647	71,541	...	...	...
		2nd half	11·37	7,850	40,567	5·46	35,713	74,412	...	...	...
		Total and average	11·33	15,637	81,532	5·32	69,860	1,45,953	...	...	...
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
XLV	Mysore section (Southern Mahratta).	1st half									
		2nd half									
		Total and average									
	Total Metre gauge carried over	1st half	...	27,630	1,49,661	...	90,890	2,17,310	...	176,035	1,76,434
		2nd half	...	26,610	1,24,039	...	86,802	1,98,827	...	160,729	1,55,723
		Total and average.	...	54,240	2,73,700	...	1,77,692	4,16,137	...	336,764	3,32,157

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1899.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	49,041,801	2,30,81,755	53,404,090	2,85,92,371	41,59,672	3,27,52,043	4,93,336	3,26,50,119	1st half		
...	48,148,186	2,31,18,905	52,183,204	2,84,54,050	48,20,863	3,32,74,913	4,28,425	3,31 98,637	2nd half		
...	97,189,987	4,62,00,720	105,587,294	5,70,46,421	89,80,535	6,60,26,956	9,21,761	6,58,48,756	Total and average.		
(*b*) 2·00	(*b*) 452,832	(*b*) 2,45,969	604,944	3,79,653	69,647	4,49,300	17,939	4,31,361	1st half	XXXI	(*a*) Third class by mail trains.
(*b*) 2·00	(*b*) 465,774	(*b*) 2,51,529	616,860	3,75,760	60,138	4,35,898	16,537	4,19,362	2nd half		
(*b*) 2·00	(*b*) 918,606	(*b*) 4,97,498	1,221,804	7,55,413	1,29,785	8,85,198	34,476	8,50,722	Total and average		
2·23	43,075	13,093	44,123	14,127	1,462	15,589	...	15,589	1st half	XXXII	(*b*) Third class by other than mail trains.
2·29	39,616	11,885	39,652	12,680	1,303	13,983	...	13,983	2nd half		
2·26	82,691	24,978	83,775	26,807	2,765	29,572	...	29,572	Total and average.		
2·23	76,875	13,216	78,954	14,081	1,261	15,342	...	15,342	1st half	XXXIII	
2·29	89,550	15,474	90,860	16,005	1,018	17,023	...	17,023	2nd half		
2·26	166,425	28,690	169,820	30,086	2,279	32,365	...	32,365	Total and average		
2·12	179,775	11,258	189,886	13,633	1,488	15,121	...	15,121	1st half	XXXIV	
2·10	283,029	19,221	294,417	21,838	1,837	23,675	...	23,675	2nd half		
2·11	* 462,804	30,479	484,303	35,471	3,325	38,796	...	38,796	Total and average.		
								1,83,804	1st half	XXXVI	
								1,64,735	2nd half		
								3,48,539	Total and average.		
								18,951	1st half	XXXVII	
								21,086	2nd half		
								40,037	Total and average		
...	49,794,358	2,33,65,291	54,321,997	2,90,13,865	42,33,530	3,32,47,395	5,11,275	3,33,30,287	1st half		
...	49,025,555	2,34,17,074	53,224,999	2,88,80,333	48,85,159	3,37,65,492	4,44,961	3,38,58,499	2nd half		
...	98,819,913	4,67,82,365	107,546,996	5,78,94,198	91,18,689	6,70,12,887	9,56,236	6,71,88,786	Total and average.		
2·00	3,558,814	12,51,942	3,615,680	13,29,671	92,804	14,22,475	...	14,22,475	1st half	XXXIX	
2·00	3,415,997	11,89,570	3,467,298	12,49,688	78,432	13,28,120	...	13,28,120	2nd half		
2·00	6,974,811	24,41,512	7,082,978	25,79,359	1,71,236	27,50,595	...	27,50,595	Total and average.		
2·19	c 500,464	1,76,928	510,601	1,93,942	15,569	2,09,511	...	2,09,511	1st half	XL	
2·21	450,553	1,53,217	460,202	1,69,181	16,280	1,85,461	...	1,85,461	2nd half		
2·20	951,017	3,30,145	970,803	3,63,123	31,849	3,94,972	...	3,94,972	Total and average.		
2·00	5,250,713	27,60,023	5,434,834	30,95,435	3,56,448	34,51,883	83,468	33,68,415	1st half	XLI	
2·00	4,508,305	24,58,898	4,676,703	27,45,753	3,99,642	31,45,395	93,455	30,51,940	2nd half		
2·00	9,759,018	52,18,921	10,111,537	58,41,188	7,56,090	65,97,278	1,76,923	64,20,355	Total and average.		
2·00	47,897	8,003	49,394	8,747	1,277	10,024	...	10,024	1st half	XLII	
2·00	52,985	8,801	54,215	9,474	913	10,387	...	10,387	2nd half		
2·00	100,882	16,804	103,609	18,221	2,190	20,411	...	20,411	Total and average.		
2·00	1,513,984	7,00,049	1,555,918	8,12,535	1,68,289	9,80,824	2,78,795	7,02,029	1st half	XLIII	
2·00	1,653,023	7,27,995	1,696,586	8,42,974	1,60,990	10,03,964	3,16,360	6,87,604	2nd half		
2·00	3,167,007	14,28,024	3,252,504	16,53,509	3,29,279	19,84,788	5,95,155	13,89,633	Total and average.		
								64,049	1st half	XLIV	
								77,238	2nd half		
								1,41,287	Total and average.		
								1,65,568	1st half	XLV	
								1,86,067	2nd half		
								3,51,635	Total and average.		
...	10,871,872	48,96,925	11,166,427	54,40,330	6,34 387	60,74,717	3,62,263	59,42,071	1st half		
...	19,080,863	45,38,481	10,355,004	50,17,070	6,56,257	56,73,327	4,09,815	55,26,817	2nd half		
...	20,952,735	94,35,406	21,521,431	1,04,57,400	12,90,644	1,17,48,044	7,72,078	1,14,68,888	Total and average		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*contd.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Metre gauge.	1st half	...	27,630	1,49,661	...	90,890	2,17,310	...	176,035	1,76,434
		2nd half	...	26,610	1,24,039	...	86,802	1,98,827	...	160,729	1,55,723
		Total and average	...	54,240	2,73,700	...	177,692	4,16,137	...	336,764	3,32,157
XLVI	South Indian	1st half	11·64	11,593	39,854	5·92	48,256	75,600	...	...	...
		2nd half	11·66	11,036	37,318	5·78	47,021	73,179	...	...	...
		Total and average	11·65	22,629	77,172	5·85	95,277	1,48,779	...	...	...
XLVII	Máyavaram-Mutupet	1st half	11·64	193	199	5·92	2,896	1,416	...	...	...
		2nd half	11·66	178	164	5·78	3,015	1,484	...	...	...
		Total and average	11·65	371	363	5·85	5,911	2,900	...	...	...
XLVIII	Assam-Bengal	1st half	15·27	1,879	8,959	7·79	4,218	9,130	...	...	...
		2nd half	14·88	1,886	9,508	7·67	4,525	10,087	...	...	...
		Total and average	15·07	3,765	18,467	7·73	8,743	19,217	...	...	...
XLIX	Burma	1st half	13·56	15,678	54,038	6·52	120,368	1,09,513	3·69	54,684	66,002
		2nd half	14·11	14,614	52,701	6·41	118,362	98,343	3·71	31,987	35,443
		Total and average	13·84	30,292	1,06,739	6·46	238,730	2,07,856	3·70	86,671	1,01,446
LIII	Deoghur	1st half	Details not furnished.					...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LIV	Brahmaputra-Sultanpur.(a)	1st half	*18·00	49	86	*9·00	174	174	*4·00	1,371	588
		2nd half	*18·00	75	143	*9·00	276	277	*4·00	2,705	1,100
		Total and average	*18·00	124	229	*9·00	450	451	*4·00	4,076	1,688
LV	Mymensingh-Jamálpur-Jagannathganj.	1st half	*18·00	131	365	*9·00	611	662	*4·00	1,942	842
		2nd half	*18·00	108	261	*9·00	725	771	*4·00	2,538	913
		Total and average	*18·00	239	626	*9·00	1,336	1,433	*4·00	4,480	1,755
LVI	Rohilkund and Kumaon (Company's section).	1st half	26·55	1,168	10,747	10·86	4,862	22,407	...	...	...
		2nd half	26·73	1,328	12,251	11·49	5,018	23,705	...	...	...
		Total and average	26·64	2,496	22,998	11·17	9,880	46,112	...	...	...
LVII	Segowlie-Raxaul(b)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	*12·00		107	*6·00	60	33	*3·00	112	32
		Total and average	*12·00	115	107	*6·00	60	33	*3·00	112	32
LVIII	Bengal Dooars	1st half	*36·00	271	894	*21·00	863	1,532	*6·00	868	490
		2nd half	*36·00	262	744	*21·00	720	1,164	*6·00	668	368
		Total and average	*36·00	533	1,638	*21·00	1,583	2,696	*6·00	1,536	858
LIX	Dibru-Sadiya	1st half	*18·00	2,149	5,101	*9·00	1,450	1,865	...	...	...
		2nd half	*18·00	2,161	5,477	*9·00	1,414	2,091	...	...	...
		Total and average	*18·00	4,310	10,578	*9·00	2,864	3,956	...	...	...
LX	Ledo and Tikak-Margherita Colliery	1st half	Open for goods traffic only.								
		2nd half									
		Total and average									
LXI	Ahmedabad-Parántij	1st half	13·61	187	385	5·82	1,352	1,390	...	...	...
		2nd half	13·37	156	260	6·35	832	741	...	...	...
		Total and average	13·49	343	645	6·09	2,184	2,131	...	...	...
LXII	Nilgiri (c)	1st half	(d)	164	1,024	(d)	215	675	...	...	...
		2nd half	*76·00	1,355	10,423	*38·00	2,703	8,679	...	...	...
		Total and average	*7·600	1,519	11,447	*38·00	2,918	9,354	...	...	...
	Total Metre Gauge carried over (e)	1st half	...	61,092	2,71,313	...	276,155	4,41,674	...	2,34,900	2,44,357
		2nd half	...	59,884	2,53,396	...	271,473	4,19,381	...	1,98,739	1,93,579
		Total and average	...	120,976	5,24,709	...	547,628	8,61,055	...	4,33,639	4,37,936

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS,

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	10,871,872	48,96,925	11,166,427	54,40,330	6,34,387	60,74,717	3,62,263	59,42,071	1st half		
...	10,080,863	45,38,481	10,355,004	50,17,070	6,56,257	56,73,327	4,09,815	55,26,817	2nd half		
...	20,952,735	94,35,406	21,521,431	1,04,57,400	12,90,644	1,17,48,044	7,72,078	1,14,68,888	Total and average.		
1·99	5,437,888	18,02,747	5,497,737	19,18,201	1,35,335	20,53,536	...	20,53,536	1st half	XLVI	
2·00	5,741,083	19,48,562	5,799,140	20,59,059	1,26,491	21,85,551	...	21,85,551	2nd half	XLVI	
1·99	11,178,971	37,51,309	11,296,877	39,77,260	2,61,827	42,39,087	...	42,39,087	Total and average.		
1·99	551,113	86,225	554,202	87,840	1,884	89,724	...	89,724	1st half	XLVII	
2·00	529,257	86,322	532,450	87,970	1,904	89,874	...	89,874	2nd half	XLVII	
1·99	1,080,370	1,72,547	1,086,652	1,75,810	3,788	1,79,598	...	1,79,598	Total and average.		
3·00	784,267	4,67,910	790,364	4,85,999	34,175	5,20,174	...	5,20,174	1st half	XLVIII	
3·00	625,777	3,52,045	632,188	3,71,640	35,922	4,07,562	...	4,07,562	2nd half	XLVIII	
3·00	1,410,044	8,19,955	1,442,552	8,57,639	70,097	9,27,736	...	9,27,736	Total and average.		
2·58	5,252,977	21,10,236	5,443,707	23,39,790	1,01,208	24,40,998	15	24,40,983	1st half	XLIX	
2·74	4,445,930	15,75,185	4,610,893	17,61,672	1,05,576	18,67,248	171	18,67,077	2nd half	XLIX	
2·66	9,698,907	36,85,421	10,054,600	41,01,462	2,06,784	43,08,246	186	43,08,060	Total and average.		
...	...	...	...	...	...	28,807	...	28,807	1st half	LIII	
									2nd half	LIII	
...	...	...	...	...	...	28,807	...	28,807	Total and average.		
*2·50	21,178	5,588	22,772	6,436	200	6,636	...	6,636	1st half	LIV	
*2·50	45,006	11,835	48,062	13,355	614	13,969	...	13,969	2nd half	LIV	
*2·50	66,184	17,423	70,834	19,291	814	20,605	...	20,605	Total and average.		
*2·50	91,297	21,044	93,981	22,883	620	23,503	...	23,503	1st half	LV	
*2·50	119,707	25,669	123,078	27,614	1,276	28,890	...	28,890	2nd half	LV	
*2·50	211,004	46,683	217,059	50,497	1,896	52,393	...	52,393	Total and average.		
2·19	98,542	57,001	104,572	90,155	2,176	1,11,915	4	1,11,911	1st half	LVI	
2·21	90,125	55,242	96,471	91,198	25,056	1,16,254	...	1,16,254	2nd half	LVI	
2·20	188,667	1,12,243	201,043	1,81,353	46,816	2,28,169	4	2,28,165	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	LVII	
*2·00	11,492	1,818	11,779	1,990	357	2,347	...	2,347	2nd half	LVII	
*2·00	11,492	1,818	11,779	1,990	357	2,347	...	2,347	Total and average.		
*3·00	76,911	19,124	78,913	22,040	4,151	26,191	...	26,191	1st half	LVIII	
*3·00	84,510	21,295	86,166	23,571	4,191	27,762	...	27,762	2nd half	LVIII	
*3·00	161,421	40,419	165,073	45,611	8,342	53,953	...	53,953	Total and average.		
*4·00	120,997	50,629	124,596	57,595	10,820	68,415	...	68,415	1st half	LIX	
*4·00	115,717	50,697	119,292	58,265	12,083	70,348	...	70,348	2nd half	LIX	
*4·00	236,714	1,01,326	243,888	1,15,860	22,903	1,38,763	...	1,38,763	Total and average.		
									1st half	LX	
									2nd half	LX	
									Total and average.		
2·00	176,238	46,458	177,777	48,233	2,534	50,767	...	50,767	1st half	LXI	
2·00	165,362	42,804	166,350	43,805	2,664	46,469	...	46,469	2nd half	LXI	
2·00	341,600	89,262	344,127	92,038	5,198	97,236	...	97,236	Total and average.		
(*d*)...	3,093	1,286	3,472	2,985	602	3,587	...	3,587	1st half	LXII	
*7·50	42,511	18,043	46,569	37,147	7,955	45,102	...	45,102	2nd half	LXII	
*7·50	45,604	19,331	50,041	40,132	8,557	48,689	...	48,689	Total and average.		
...	23,486,373	95,65,143	24,058,520	1,05,22,487	9,47,676	1,14,70,163	3,62,282	1,13,37,498	1st half		
...	22,097,340	87,28,000	22,627,436	95,94,356	9,80,347	1,06,03,510	4,09,986	1,04,56,829	2nd half		
...	45,583,713	1,82,93,143	46,685,956	2,01,16,843	19,28,023	2,20,73,673	7,72,268	2,17,94,327	(*e*) Total and average.		

* Actual single journey fare.

(*a*) Open for traffic from the 1st April 1899.

(*b*) Open for traffic from the 1st March 1899.

(*c*) Opened for traffic from the 15th June 1899.

(*d*) Information not not given.

(*e*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class. Average fare per mile.	First class. Number.	First class. Earnings.	Second class. Average fare per mile.	Second class. Number.	Second class. Earnings.	Third or Intermediate class. Average fare per mile.	Third or Intermediate class. Number.	Third or Intermediate class. Earnings.
	Metre gauge—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Metre gauge	1st half	...	61,092	2,71,313	...	276,155	441,674	...	234,900	2,44,357
		2nd half (*a*)	...	59,884	2,53,396	...	271,473	419,381	...	198,739	1,93,579
		Total and average.	...	120,976	5,24,709	...	547,628	861,055	...	433,639	4,37,936
LXIII	The Gaekwar's Mehsána.	1st half	13·61	425	911	5·82	2,501	2,746	...	...	...
		2nd half	13·37	562	693	6·35	1,774	1,179	...	...	...
		Total and average	13·49	987	1,604	6·09	4,275	3,925	...	...	...
LXIV	Hyderabad-Gódávari Valley (*b*)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	*12·00	113	472	*6·00	728	915	...	...	...
		Total and average	*12·00	113	472	*6·00	728	915	...	...	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
LXVI	Yesvantpur-Mysore frontier	1st half									
		2nd half									
		Total and average									
LXVII	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXVIII	Birur-Shimoga (*c*)	1st half									
		2nd half									
		Total and average									
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	18·00	583	4,699	6·00	3,277	7,573	...	...	...
		2nd half	18·00	421	3,195	6·00	2,594	6,114	...	...	...
		Total and average	18·00	1,004	7,894	6·00	5,871	13,687	...	...	...
	Bikaner section	1st half	18·00	164	800	6·00	643	890	...	...	...
		2nd half	18·00	74	342	6·00	356	467	...	...	...
		Total and average.	18·00	238	1,142	6·00	999	1,357	...	...	...
LXXIII	Udaipur-Chitor	1st half	18·00	532	1,364	9·00	737	1,533	3·00	1,109	789
		2nd half	18·00	219	1,398	9·00	595	1,608	3·00	769	736
		Total and average	18·00	751	2,762	9·00	1,332	3,141	3·00	1,878	1,525
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	10·95	2,775	9,741	5·43	22,275	31,580	...	...	...
		2nd half	11·07	2,110	6,348	5·46	17,059	21,877	4·00	1,374	1,456
		Total and average.	11·01	4,885	16,089	5·45	39,334	53,457	4·00	1,374	1,456
LXXV	Jetalsar-Rájkot	1st half	10·95	1,103	2,166	5·43	7,501	6,411	...	...	...
		2nd half	11·07	950	1,821	5·46	6,209	5,012	4·00	88	57
		Total and average.	11·01	2,053	3,987	5·45	13,710	11,423	4·00	88	57
LXXVI	Jámnagar	1st half	10·95	256	714	5·43	3,458	4,486	...	...	...
		2nd half	11·07	228	576	5·46	2,771	3,433	4·00	82	76
		Total and average.	11·01	484	1,290	5·45	6,229	7,919	4·00	82	76
LXXVII	Dhrángadrá	1st half	10·95	193	206	5·43	962	537	...	...	...
		2nd half	11·07	162	175	5·46	577	333	4·00	3	1
		Total and average.	11·01	355	381	5·45	1,539	870	4·00	3	1
	Total Metre Gauge	1st half	...	67,123	2,91,914	...	317,509	4,97,430	...	236,009	2,45,146
		2nd half (*a*)	...	64,723	2,68,416	...	304,136	4,60,319	...	201,055	1,95,905
		Total and average.	...	131,846	5,60,330	...	621,645	9,57,749	...	437,064	4,41,051

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS.											
FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
...	23,486,373	95,65,143	24,058,520	1,05,22,487	9,47,676	1,14,70,163	3,62,282	1,13,37,498	1st half		
...	22,097,340	87,28,000	22,627,436	95,94,356	9,80,347	1,06,03,510	4,09,986	1,04,56,829	2nd half (a)		
...	45,583,713	1,82,93,143	46,685,956	2,01,16,483	19,28,023	2,20,73,673	7,72,268	2,17,94,327	Total and average		(a) Including the Deoghur railway, for which yearly figures are shown.
2·00	330,951	81,599	333,877	85,256	6,521	91,777	...	91,777	1st half	LXIII	
2·00	302,106	68,212	304,442	70,084	4,524	74,608	...	74,608	2nd half		
2·00	633,057	1,49,811	638,319	1,55,340	11,045	1,66,385	...	1,66,385	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XIV	* Actual single journey fare.
*2·00	17,891	8,026	18,732	9,413	586	9,999	...	9,999	2nd half		
*2·00	17,891	8,026	18,732	9,413	586	9,999		9,999	Total and average.		
								19,764	1st half	LXV	(b) Opened from the 21st October 1899.
								14,372	2nd half		
								34,136	Total and average.		
								25,573	1st half	LXVI	
								30,279	2nd half		
								55,852	Total and average.		
								3,841	1st half	LXVII	
								5,314	2nd half		
								9,155	Total and average.		
								...	1st half	LXVIII	(c) Opened for traffic from the 1st December 1899.
								3,089	2nd half		
								3,089	Total and average.		
2·00	392,268	2,34,152	396,128	2,46,424	26,470	2,72,894	...	2,72,894	1st half	LXXII	
2·00	370,066	2,17,524	373,081	2,26,833	28,162	2,54,995	...	2,54,995	2nd half		
2·00	762,334	4,51,676	769,209	4,73,257	54,632	5,27,889	...	5,27,889	Total and average.		
2·00	60,534	23,814	61,341	25,504	3,014	28,518	...	28,518	1st half		
2·00	46,207	17,700	46,637	18,509	2,499	21,008	...	21,008	2nd half		
2·00	106,741	41,514	107,978	44,013	5,513	49,526	...	49,526	Total and average.		
1·99	102,280	45,369	104,658	49,055	3,863	52,918	...	52,918	1st half	LXXIII	
1·99	83,934	37,745	85,517	41,487	3,464	44,951	...	44,951	2nd half		
1·99	186,214	83,114	190,175	90,542	7,327	97,869	...	97,869	Total and average.		
2·75	755,200	3,92,152	780,250	4,33,473	33,188	4,66,661	30	4,66,631	1st half	LXXIV	
2·75	576,405	2,96,558	596,948	3,26,239	25,989	3,52,228	42	3,52,186	2nd half		
2·75	1,331,605	6,88,710	1,377,198	7,59,712	59,177	8,18,889	72	8,18,817	Total and average.		
2·75	150,840	61,496	159,444	70,073	6,511	76,584	17	76,567	1st half	LXXV	
2·75	118,852	47,146	126,099	54,036	5,273	59,309	...	59,309	2nd half		
2·75	269,692	1,08,642	285,543	1,24,109	11,784	1,35,893	17	1,35,876	Total and average.		
2·75	71,676	39,834	75,390	45,034	3,883	48,917	...	48,917	1st half	LXXVI	
2·75	60,556	31,679	63,637	35,764	3,724	39,488	...	39,488	2nd half		
2·75	132,232	71,513	139,027	80,798	7,607	88,405	...	88,405	Total and average.		
2·75	45,293	12,095	46,448	12,838	1,009	13,847	...	13,847	1st half	LXXVII	
2·75	34,132	9,134	34,874	9,643	817	10,460	...	10,460	2nd half		
2·75	79,425	21,229	81,322	22,481	1,826	24,307	...	24,307	Total and average.		
...	25,395,415	1,04,55,654	26,016,056	1,14,90,144	10,32,135	1,25,22,279	3,62,329	1,24,38,745	1st half		
...	23,707,489	94,61,724	24,277,403	1,03,86,364	10,55,385	1,14,70,556	4,10,028	1,13,76,877	2nd half (a)		
...	49,102,904	1,99,17,378	50,293,459	2,18,76,508	20,87,520	2,39,92,835	7,72,357	2,38,15,632	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Special gauges.		Pies.		₹	Pies.		₹	Pies.		₹
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″) (a).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,319	29,740	*36·00	5,780	35,871	...	...	...
		2nd half	*72·00	1,839	22,179	*36·00	6,014	33,720	...	...	...
		Total and average.	*72·00	4,158	51,919	*36·00	11,794	69,591	...	...	...
LXXXVII	Bársi Light (2′ 6″)	1st half	...	...	...	*(b)24·00	(b)319	(b)846	...	...	...
		2nd half	...	...	...	*(b)24·00	(b)359	(b)889	...	...	...
		Total and average.	...	...	...	*(b)24·00	(b)678	(b)1,735	...	...	...
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	...	309	455	...	...	...	...	15,226	6,386
		2nd half	...	260	335	...	...	...	...	13,256	5,398
		Total and average.	...	569	790	...	...	...	...	28,482	11,784
LXXXIX	Howrah-Sheakhalla (2′ 0″).	1st half	...	285	290	...	...	...	...	7,185	2,097
		2nd half	...	236	251	...	...	...	...	6,770	2,044
		Total and average.	...	521	541	...	...	...	...	13,955	4,141
XC	Ránaghat-Krishnagar (2′ 6″) (d).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCI	Tárakeshawar-Magra (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCII	Tezpore-Bálipárá (2′6″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCIV	Gwalior Light(2′ 0″)(e)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total aver and age.	...	...	...	...	...	...	...	...	...
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	*(b)9·00	(b)4,172	(b)3,091	...	...	...
		2nd half	...	...	...	*(b)9·00	(b)2,543	(b)2,068	...	...	...
		Total and average.	...	...	...	*(b)9·00	(b) 6,715	(b) 5,159	...	...	...
XCVI	Rajpipla (2′ 6″)	1st half	...	...	...	*(b) 9·00	(b) 318	(b) 199	...	...	...
		2nd half	...	...	...	*(b) 9·00	(b)344	(b)338	...	...	...
		Total and average.	...	...	...	*(b) 9·00	(b) 662	(b) 537	...	...	...
XCVIII	Cooch Behar (2′ 6″)	1st half	*24·00	230	532	*12·00	571	607	*6·00	1,386	687
		2nd half	*24·00	138	314	*12·00	505	521	*6·00	1,361	755
		Total and average.	*24·00	368	846	*12·00	1,076	1,128	*6·00	2,747	1,442
XCIX	Morvi (2′ 6″)	1st half	*12·00	1,149	4,557	*6·00	5,220	10,757	...	...	...
		2nd half	*12·00	728	3,233	*6·00	4,079	8,551	...	...	...
		Total and average.	*12·00	1,877	7,790	*6·00	9,299	19,308	...	...	...
	Total special gauges	1st half	...	4,292	35,574	...	16,380	51,371	...	23,797	9,170
		2nd half	...	3,201	26,312	...	13,844	46,087	...	21,387	8,197
		Total and average.	...	7,493	61,886	...	30,224	97,458	...	45,184	17,367
	Total of all gauges for the year.	...	...	662,689	31,89,596	...	3,932,321	48,24,640	...	5,405,529	52,33,438

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest Class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1899.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£.	£	£	£			
...	...	...	...	...	...	6,251	...	6,251	1st half	LXXXIII	
...	...	...	...	...	...	6,027	...	6,027	2nd half		
...	...	...	...	...	...	12,278	...	12,278	Total and average		
...	...	...	...	...	...	...	...	...	1st half	LXXXIV	
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	Total and average.		
*15·00	23,389	43,804	31,488	1,09,415	32,070	1,41,485	...	1,41,485	1st half	LXXXVI	
*15·00	21,388	40,807	29,241	96,706	38,560	1,35,266	...	1,35,266	2nd half		
*15·00	44,777	84,611	60,729	2,06,121	70,630	2,76,751	...	2,76,751	Total and average.		*Actual single journey fare.
(c)*3·00	(c) 28,928	(c) 9,281	29,247	10,127	1,055	11,182	...	11,182	1st half	LXXXVII	(a) Closed for traffic from 28th March 1899.
(c)*3·00	(c) 25,081	(c) 8,001	25,440	8,890	848	9,738	...	9,738	2nd half		(b) Upper class.
(c)*3·00	(c) 54,009	(c) 17,282	54,687	19,017	1,903	20,920	...	20,920	Total and average.		(c) Lower class.
...	377,013	1,16,614	392,548	1,23,455	696	1,24,151	...	1,24,151	1st half	LXXXVIII	(d) Opened for traffic from the 5th April 1899.
...	360,445	1,09,152	373,961	1,14,885	616	1,15,501	...	1,15,501	2nd half		
...	737,458	2,25,766	766,509	2,38,340	1,312	2,39,652	...	2,39,652	Total and average.		(e) Opened for traffic from the 2nd December 1899.
...	141,445	32,804	148,915	35,191	378	35,569	...	35,569	1st half	LXXXIX	
...	134,334	31,200	141,340	33,495	349	33,844	...	33,844	2nd half		
...	275,779	64,004	290,255	68,686	727	69,413	...	69,413	Total and average.		
...	...	...	...	...	...	15,258	...	15,258	1st half	XC	
...	...	...	...	...	...	29,881	...	29,881	2nd half		
...	...	...	...	...	...	45,139	...	45,139	Total and average.		
...	...	...	...	...	...	29,991	...	29,991	1st half	XCI	
...	...	...	...	...	...	28,687	...	28,687	2nd half		
...	...	...	...	...	...	58,678	...	58,678	Total and average.		
...	...	...	...	...	...	17,996	...	17,996	1st half	XCII	
...	...	...	...	...	...	18,665	...	18,665	2nd half		
...	...	...	...	...	...	36,661	...	36,661	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XCIV	
...	...	...	...	...	...	2,216	...	2,216	2nd half		
...	...	...	...	...	...	2,216	...	2,216	Total and average.		
(c)*3·00	(c)165,255	( ) 43,938	169,427	47,029	3,480	50,509	...	50,509	1st half	XCV	
(c)*3·00	(c)176,240	(c) 48,343	178,783	50,411	2,567	52,978	...	52,978	2nd half		
(c)*3·00	(c)341,495	(c) 92,281	348,210	97,440	6,047	1,03,487	...	1,03,487	Total and average.		
(c)*3·00	(c) 17,650	(c) 4,202	17,968	4,401	243	4,644	...	4,644	1st half	XCVI	
(c)*3·00	(c) 22,861	(c) 5,954	23,205	6,292	226	6,518	...	6,518	2nd half		
(c)*3·00	(c) 40,511	(c) 10,156	41,173	10,693	469	11,162	...	11,162	Total and average.		
*4·00	40,422	12,178	42,609	14,004	1,867	15,871	...	15,871	1st half	XCVIII	
*4·00	53,251	16,226	55,255	17,816	1,493	19,309	...	19,309	2nd half		
*4·00	93,673	28,404	97,864	31,820	3,360	35,180	...	35,180	Total and average.		
*3·00	148,140	1,00,907	154,509	1,16,221	14,103	1,30,324	...	1,30,324	1st half	XCIX	
*3·00	133,018	91,299	137,825	1,03,083	11,991	1,15,074	...	1,15,074	2nd half		
*3·00	281,158	1,92,206	292,334	2,19,304	26,094	2,45,398	...	2,45,398	Total and average.		
...	942,242	3,63,728	986,711	4,59,843	53,892	5,83,231	...	5,83,231	1st half		
...	926,618	3,50,982	965,050	4,31,578	56,650	5,73,704	...	5,73,704	2nd half		
...	1,868,860	7,14,710	1,951,761	8,91,421	110,542	11,56,935	...	11,56,935	Total and average.		
...	149,791,677	6,74,14,453	159,792,216	8,06,62,127	1,13,16,751	9,21,62,657	17,28,593	9,21,61,355			

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
	Standard Gauge.							
I	East Indian	1st half	462,575,969	1,43,21,161	1,636,443	1,73,090	30,340,704	3,50,858
		2nd half	458,559,968	1,44,66,127	1,626,370	1,77,044	32,367,933	3,92,043
		Total	921,135,937	2,87,87,288	3,262,813	3,50,134	62,708,637	7,42,901
II	Bengal Central	1st half	3,036,904	97,855	144	96	295,318	3,768
		2nd half	5,318,228	2,04,585	165	109	21,002	268
		Total	8,355,132	3,02,440	309	205	316,320	4,036
III	Bengal-Nágpur	1st half	69,945,162	28,03,833	30,752	2,559	11,811,772	1,23,589
		2nd half	81,172,920	24,90,798	23,746	2,752	17,530,715	1,45,350
		Total	151,118,082	52,94,631	54,498	5,311	29,342,487	2,68,939
IV	Indian Midland	1st half	67,448,480	23,28,390	214,423	10,267	4,486,563	73,999
		2nd half	63,466,877	24,10,480	489,024	30,380	2,658,109	44,948
		Total	130,915,357	47,38,870	703,447	40,647	7,144,672	1,18,947
VI	Godhra-Rutlam-Nágdá	1st half	} Included with the Rajputana-Malwa railway					
		2nd half						
		Total						
IX	Bezwada extension (East Coast State).	1st half	} Included with the Nizam's Guaranteed State railway					
		2nd half						
		Total						
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	101,952	10,909	779	82	11,630	289
		2nd half	Included with East Coast State railway.				...	...
		Total	101,952	10,909	779	82	11,630	289
XI	North Western State	1st half	409,959,876	1,17,81,118	1,875,218	2,06,064	47,904,191	6,15,978
		2nd half	328,113,271	96,27,834	2,829,680	2,42,396	42,345,267	5,26,562
		Total	738,073,147	2,14,08,952	4,704,898	4,48,460	90,249,458	11,42,540
XII	Hyderabad-Shadipalli	1st half	} Included with the North Western State railway.					
		2nd half						
		Total						
XIII	Oudh and Rohilkhand State(a).	1st half	94,286,909	28,27,318	185,985	15,308	8,919,409	1,37,175
		2nd half	73,237,824	23,65,187	116,630	10,821	6,787,528	1,00,356
		Total	167,524,733	51,92,505	302,615	26,129	15,706,937	2,37,531
XIV	Eastern Bengal State(b)	1st half	63,629,686	29,10,972	2,598	370	14,253,853	1,81,885
		2nd half	108,741,590	55,83,730	5,643	695	11,300,410	1,44,199
		Total	172,371,276	84,94,702	8,241	1,065	25,554,263	3,26,084
XV	Calcutta Port Commissioners'.	1st half	} Details not furnished.		...	...	...	...
		2nd half						
		Total	...	...	...	...	...	...
XVI	East Coast State	1st half	26,050,744	7,68,588	725	52	12,126,441	1,54,738
		2nd half	28,428,804	6,68,778	33,542	3,232	4,924,820	62,929
		Total	54,479,548	14,37,366	34,267	3,284	17,051,261	2,17,667
XVII	Great Indian Peninsula	1st half	368,483,784	1,51,89,636	763,605	84,663	20,096,044	2,29,683
		2nd half	265,177,060	1,02,15,473	1,284,144	1,18,751	19,140,613	1,99,381
		Total	633,660,844	2,54,05,129	2,047,749	2,03,414	39,236,657	4,29,064
XVIII	Bombay, Baroda and Central India.	1st half	130,262,716	58,84,267	69,512	8,897	11,821,548	2,11,942
		2nd half	120,429,947	52,20,854	180,024	12,676	7,530,617	1,07,169
		Total	250,692,663	1,11,05,121	249,536	21,573	19,352,165	3,19,111
XIX	Madras	1st half	56,503,601	26,84,043	177,071	22,972	2,685,453	58,751
		2nd half	63,824,781	31,37,132	231,107	36,818	3,214,604	73,325
		Total	120,328,382	58,21,175	408,178	59,790	5,900,057	1,32,076
XXIII	Southern Punjab (Delhi-Samásata).	1st half	} Included with the North Western State railway.					
		2nd half						
		Total						
XXV	Tápti Valley	1st half	273,408	21,223	...	...	528,671	7,489
		2nd half	2,380,317	1,03,870	...	...	970,249	13,745
		Total	2,653,725	125,093	...	...	1,498,920	21,234
XXXI	The Nizam's Guaranteed State.	1st half	19,485,248	8,58,745	67,171	8,299	4,122,836	77,137
		2nd half	27,684,752	11,33,574	139,462	12,141	2,830,996	39,471
		Total	47,170,000	19,92,319	206,633	20,440	6,953,832	1,16,608
XXXII	Nágdá-Ujjain	1st half	842,155	48,454	...	...	...	...
		2nd half	1,239,353	65,642	...	...	3,829	54
		Total	2,081,508	1,14,096	...	...	3,829	54
XXXIII	The Gaekwar's Petlád	1st half	180,837	16,516	...	...	...	...
		2nd half	175,122	16,946	...	...	132	2
		Total	355,959	33,462	...	...	132	2
	Total Standard Gauge carried over.	1st half	1,773,067,431	6,25,53,048	5,024,426	5,32,719	169,404,433	22,27,281
		2nd half	1,627,950,814	5,77,11,010	6,959,537	6,47,815	151,626,824	18,49,802
		Total	3,401,018,245	12,02,64,058	11,983,963	11,80,534	321,031,257	40,77,083

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
	£	£	£	£	£			
419,640,665	72,35,221	73,618	2,21,53,948	22,362	2,21,31,586	1st half	I	
444,120,855	73,07,595	2,80,771	2,26,23,580	28,990	2,25,94,590	2nd half		
863,761,520	1,45,42,816	3,54,389	4,47,77,528	51,352	4,47,26,176	Total		
489,493	11,124	3,158	1,16,001	...	1,16,001	1st half	II	
256,962	12,480	4,895	2,22,337	...	2,22,337	2nd half		
1,246,365	23,604	8,053	3,38,338	...	3,38,338	Total		
26,140,305	4,04,988	9,926	33,44,895	107	33,44,788	1st half	III	
21,891,133	3,71,551	8,395	30,18,846	7	30,18,839	2nd half		
48,031,438	7,76,539	18,321	63,63,741	114	63,63,627	Total		
12,577,386	1,68,236	10,196	25,91,088	...	25,91,088	1st half	IV	
6,444,195	85,110	12,405	25,83,323	...	25,83,323	2nd half		
19,021,581	2,53,346	22,601	51,74,411	...	51,74,411	Total		
					6,49,425	1st half	VI	
					4,41,677	2nd half		
					10,91,102	Total		
					71,025	1st half	IX	
					1,13,291	2nd half		
					1,84,316	Total		
155,589	7,496	732	19,508	...	19,508	1st half		
				...		2nd half		
155,589	7,496	732	19,508	...	19,508	Total		
26,403,926	3,47,243	2,17,559	1,31,67,962	6,91,528	1,24,76,434	1st half	XI	
18,765,018	2,65,884	1,69,404	1,08,32,081	7,05,225	1,01,26,856	2nd half		
45,168,944	6,13,127	3,86,964	2,40,00,043	13,96,753	2,26,03,290	Total		
					60,199	1st half	XII	
					66,322	2nd half		
					1,26,521	Total		
12,971,218	1,87,800	23,927	31,91,528	360	31,91,168	1st half	XIII	(a) Including the Cawnpore-Burhwal railway (metre gauge link).
6,792,087	1,01,847	20,316	25,98,527	199	25,98,328	2nd half		
19,763,305	2,89,647	44,243	57,90,055	559	57,89,496	Total		
8,969,019	1,57,376	25,624	32,76,227	...	32,76,227	1st half	XIV	(b) Including the metre and special gauge sections of the undertaking.
8,113,548	1,44,313	55,643	59,28,580	...	59,28,580	2nd half		
17,082,567	3,01,689	81,267	92,04,807	...	92,04,807	Total		
			1,94,105	...	1,94,105	1st half	XV	
...	...	...	1,89,098	...	1,89,098	2nd half		
...	...	...	3,83,203	...	3,83,203	Total		
8,846,934	1,53,963	7,741	10,85,082	...	10,85,082	1st half	XVI	
12,775,383	2,22,022	11,972	9,68,933	...	9,68,933	2nd half		
21,622,317	3,75,985	19,713	20,54,015	...	20,54,015	Total		
36,373,744	4,60,701	1,30,099	1,60,94,802	...	1,60,94,802	1st half	XVII	
32,971,274	4,01,697	1,85,761	1,11,21,063	...	1,11,21,063	2nd half		
69,745,018	8,62,398	3,15,860	2,72,15,865	...	2,72,15,865	Total		
21,491,224	3,16,050	1,60,921	65,82,077	6	65,82,071	1st half	XVIII	
11,535,541	1,68,351	2,60,382	57,69,432	30	57,69,402	2nd half		
33,026,765	4,84,401	4,21,303	1,23,51,509	36	1,23,51,473	Total		
11,659,585	2,57,398	34,790	30,57,954	...	30,57,954	1st half	XIX	
18,731,561	4,06,834	34,907	36,89,016	...	36,89,016	2nd half		
30,391,146	6,64,232	69,697	67,46,970	...	67,46,970	Total		
					4,62,081	1st half	XXIII	
					4,73,967	2nd half		
					9,36,048	Total		
524	34	71	28,817	...	28,817	1st half	XXV	
57,166	815	4,093	1,22,523	...	1,22,523	2nd half		
57,690	849	4,164	1,51,340	...	1,51,340	Total		
31,570,048	6,03,892	6,795	15,54,868	71,025	14,83,843	1st half	XXXI	
35,221,650	6,76,166	3,431	18,66,783	1,13,291	17,53,492	2nd half		
66,791,698	12,80,058	12,226	34,21,651	1,84,316	32,37,335	Total		
147,810	1,852	284	50,590	...	50,590	1st half	XXXII	
2,341	30	262	65,988	...	65,988	2nd half		
150,151	1,882	546	1,16,578	...	1,16,578	Total		
2,974	42	221	16,779	...	16,779	1st half	XXXIII	
...	...	830	17,778	...	17,778	2nd half		
2,974	42	1,051	34,557	...	34,557	Total		
617,840,354	1,03,13,416	7,05,662	7,65,26,231	7,85,388	7,69,83,573	1st half		
618,178,714	1,01,64,695	10,55,468	7,16,17,888	8,47,742	7,18,65,403	2nd half		
1,236,019,068	2,04,78,111	17,61,130	14,81,44,119	16,33,130	14,88,48,976	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General merchandise.		Military stores.		Railway materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
	Standard gauge—*concld.*							
	Brought forward Standard gauge.	1st half	1,773,067,431	6,25,53,048	5,024,426	5,32,719	169,404,433	22,27,281
		2nd half	1,627,950,814	5,77,11,010	6,959,537	6,47,815	151,626,824	18,49,802
		Total .	3,401,018,245	12,02,64,058	11,983,963	11,80,534	321,031,257	40,77,083
XXXIV	Kolar Gold-fields .	1st half	249,781	22,918	...	...	8,543	217
		2nd half	297,312	22,947	...	...	19,321	551
		Total .	547,093	45,865	...	...	27,864	768
XXXVI	Rájpura-Bhátinda .	1st half	Included with the North Western State railway.					
		2nd half						
		Total .						
XXXVII	Jammu and Kashmir (Native state section).	1st half						
		2nd half						
		Total .						
	Total Standard gauge	1st half	1,773,317,212	6,25,75,966	5,024,426	5,32,719	169,412,976	22,27,498
		2nd half	1,628,248,126	5,77,33,957	6,959,537	6,47,815	151,646,145	18,50,353
		Total .	3,401,565,338	12,03,09,923	11,983,963	11,80,534	321,059,121	40,77,851
	Metre gauge.							
XXXIX	Bengal and North-Western—							
	Tirhoot section .	1st half	67,707,374	20,74,999	3,543	47	8,553,718	1,12,799
	Company's section .	2nd half	52,464,094	16,02,327	63	7	7,290,849	93,291
		Total .	120,171,468	36,77,326	3,606	54	15,844,567	2,06,090
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	11,375,993	4,06,406	2,575	218	644,350	8,224
		2nd half	11,045,999	3,51,565	4,338	405	669,001	8,536
		Total .	22,421,992	7,57,971	6,913	623	1,313,351	16,757
XLI	Rajputana-Malwa .	1st half	214,103,401	83,57,443	319,855	34,686	9,416,901	1,46,536
		2nd half	271,579,678	97,04,919	586,711	54,491	7,518,694	1,15,971
		Total .	485,683,079	1,80,62,362	906,566	89,177	16,935,595	2,62,507
XLII	Pálanpur-Deesa .	1st half	150,070	10,843	866	94	428	6
		2nd half	156,226	12,049	14,032	785	604	9
		Total .	306,896	22,892	14,898	879	1,032	15
XLIII	Southern Mahratta .	1st half	66,813,984	24,65,568	52,031	4,985	6,427,402	79,458
		2nd half	72,153,290	25,36,015	45,557	4,994	4,421,737	48,554
		Total .	138,967,274	50,01,583	97,588	9,979	10,849,139	1,28,012
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total .						
XLV	Mysore section (Southern Mahratta).	1st half						
		2nd half						
		Total .						
XLVI	South Indian .	1st half	40,491,691	19,89,482	15,613	1,783	2,778,131	36,499
		2nd half	39,023,121	19,29,157	12,055	1,523	2,900,470	37,887
		Total .	79,514,812	39,18,639	27,668	3,306	5,678,601	74,386
XLVII	Máyavaram-Mutupet .	1st half	545,445	26,536	17	2	232,678	2,944
		2nd half	545,553	26,538	186	23	226,597	2,670
		Total .	1,090,998	53,074	203	25	459,275	5,614
XLVIII	Assam-Bengal .	1st half	3,477,938	1,70,310	5,783	677	10,972,279	95,063
		2nd half	5,723,150	2,48,320	7,869	931	10,986,599	81,571
		Total .	9,201,088	4,18,630	13,652	1,608	21,958,878	1,76,634
XLIX	Burma . . .	1st half	51,229,241	19,72,668	96,019	7,852	12,837,957	1,41,447
		2nd half	41,858,013	18,40,373	87,495	7,298	12,709,282	1,29,942
		Total .	93,087,254	38,13,041	183,514	15,150	25,547,239	2,71,389
LIII	Deoghur . . .	1st half	Details not furnished		...	...	...	...
		2nd half						
		Total .						
LIV	Brahmaputra-Sultanpur (*a*).	1st half	57,062	3,738	...	...	6,024	77
		2nd half	120,151	10,834	...	...	22,883	292
		Total .	177,213	14,572	...	...	28,907	369
LV	Mymensingh-Jamalpur Jagannathganj	1st half	64,408	4,674	98	9	61,136	780
		2nd half	118,088	7,876	...	...	2,546	33
		Total .	182,496	12,550	98	9	63,682	813
LVI	Rohilkund and Kumaon (Company's section)	1st half	969,148	63,777	5,826	731	128,017	1,633
		2nd half	642,966	42,742	5,361	602	112,792	1,439
		Total .	1,612,114	1,06,519	11,187	1,333	240,809	3,072
LVII	Segowlie-Raxaul (*b*) .	1st half	...	...	...	...	...	...
		2nd half	56,745	2,474	...	...	1,088	145
		Total .	56,745	2,474	...	...	1,088	145
LVIII	Bengal Dooars . .	1st half	209,944	55,654	...	...	51,165	1,167
		2nd half	401,387	1,27,962	...	...	123,501	6,882
		Total .	611,331	1,83,616	...	...	174,666	8,049
	Total Metre gauge carried over	1st half	457,196,299	1,76,02,098	502,226	51,084	52,110,186	6,26,630
		2nd half	495,888,461	1,84,43,151	763,667	71,059	46,986,643	5,27,222
		Total(*c*)	953,084,760	3,00,45,249	1,265,893	1,22,143	99,096,829	11,53,852

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
	R	R	R	R	R			
617,840,354	1,03,13,416	7,05,662	7,65,26,231	7,85,388	7,69,83,573	1st half		
618,178,714	1,01,64,695	10,55,468	7,16,17,888	8,47,742	7,18,65,403	2nd half		
1,236,019,068	2,04,78,111	17,61,130	14,81,44,119	16,33,130	14,88,48,976	Total.		
480,307	33,938	370	57,443	...	57,443	1st half	XXXIV	
801,986	56,906	470	80,874	...	80,874	2nd half		
1,282,293	90,844	840	1,38,317	...	1,38,317	Total.		
					1,62,696	1st half	XXXVI	
					1,60,459	2nd half		
					3,23,155	Total.		
					6,552	1st half	XXXVII	
					4,477	2nd half		
					11,029	Total		
618,320,661	1,03,47,354	7,06,032	7,65,83,674	7,85,388	7,72,10,264	1st half		
618,980,700	1,02,21,601	10,55,938	7,16,98,762	8,47,742	7,21,11,213	2nd half		
1,237,301,361	2,05,68,955	17,61,970	14,82,82,436	16,33,130	14,93,21,477	Total.		
6,731,647	1,07,559	29,466	23,24,870	...	23,24,870	1st half	XXXIX	
7,181,059	95,250	20,552	18,11,427	...	18,11,427	2nd half		
13,912,706	2,02,809	50,018	41,36,297	...	41,36,297	Total.		
25,610	344	5,205	4,20,394	123	4,20,271	1st half	XL	
11,075	203	2,124	3,62,833	...	3,62,833	2nd half		
36,715	547	7,329	7,83,227	123	7,83,104	Total.		
11,796,347	1,80,654	1,03,737	88,23,056	6,49,425	81,73,631	1st half	XLI	
15,915,890	2,39,651	64,823	1,01,79,855	4,41,677	97,38,178	2nd half		
27,712,237	4,20,305	1,68,650	1,90,02,911	10,91,102	1,79,11,809	Total.		
119	2	138	11,083	...	11,083	1st half	XLII	
291	4	185	13,032	...	13,032	2nd half		
410	6	323	24,115	...	24,115	Total.		
4,439,862	66,367	16,957	26,33,335	5,41,650	20,91,685	1st half	XLIII	
12,624,977	1,87,960	13,336	27,90,859	5,36,662	22,54,197	2nd half		
17,064,839	2,54,327	30,293	54,24,194	10,78,312	43,45,882	Total.		
					1,14,879	1st half	XLIV	
					1,17,123	2nd half		
					2,32,002	Total.		
					3,36,644	1st half	XLV	
					3,45,632	2nd half		
					6,82,276	Total.		
2,099,700	32,933	13,548	20,74,245	...	20,74,245	1st half	XLVI	
2,841,948	51,631	14,046	20,34,244	...	20,34,244	2nd half		
4,941,648	84,564	27,594	41,08,489	...	41,08,489	Total.		
40,754	592	266	30,340	...	30,340	1st half	XLVII	
32,270	460	209	29,900	...	29,900	2nd half		
73,024	1,052	475	60,240	...	60,240	Total.		
1,258,415	18,995	3,264	2,88,309	...	2,88,309	1st half	XLVIII	
1,449,079	24,054	4,180	3,59,056	...	3,59,056	2nd half		
2,707,494	43,049	7,444	6,47,365	...	6,47,365	Total.		
2,335,350	32,148	83,261	22,37,376	3,436	22,33,940	1st half	XLIX	
2,995,135	42,047	46,709	20,66,369	299	20,66,070	2nd half		
5,330,485	74,195	1,29,970	43,03,745	3,735	43,00,010	Total.		
...	...	...	4,261	...	4,261	1st half	LIII	
			4,261	...	4,261	2nd half		
						Total.		
3,125	116	30	3,961	...	3,961	1st half	LIV	(a) Opened for traffic from the 1st April 1899.
7,973	132	155	11,413	...	11,413	2nd half		
11,098	248	185	15,374	...	15,374	Total.		
6,784	157	63	5,683	...	5,683	1st half	LV	
503	11	142	8,062	...	8,062	2nd half		
7,287	168	205	13,745	...	13,745	Total.		
37,030	570	2,971	69,682	...	69,682	1st half	LVI	
2,700	50	976	45,809	...	45,809	2nd half		
39,730	620	3,947	1,15,491	...	1,15,491	Total		
...	...	...	...	...	...	1st half	LVII	(b) Opened for traffic from the 1st March 1899.
731	27	206	2,852	...	2,852	2nd half		
731	27	206	2,852	...	2,852	Total.		
15,155	2,481	1,211	60,513	...	60,513	1st half	LVIII	
36,942	5,303	2,053	1,42,200	...	1,42,200	2nd half		
52,097	7,784	3,264	2,02,713	...	2,02,713	Total.		
28,789,928	4,42,918	2,60,117	1,89,82,847	11,94,634	1,82,39,736	1st half		(c) Including the Deoghur railway, for which yearly figures are shown.
43,100,573	6,46,783	1,69,696	1,98,57,911	9,78,638	1,93,42,028	2nd half		
71,890,501	10,89,701	4,29,813	3,88,45,019	21,73,272	3,75,86,025	Total (c)		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General Merchandise.		Military Stores.		Railway Materials for Construction and Renewals.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Metre gauge—*concld.*			R		R		R
	Brought forward Metre gauge.	1st half	457,196,299	1,76,02,098	502,226	51,084	52,110,186	6,26,630
		2nd half	495,888,461	1,84,43,151	763,667	71,059	46,986,643	5,27,222
		Total (*a*)	953,084,760	3,60,45,249	1,265,893	1,22,143	99,096,829	11,53,852
LIX	Dibru-Sadiya	1st half	777,528	1,36,640	...	...	94,221	2,990
		2nd half	1,072,543	1,56,034	...	...	42,234	641
		Total	1,850,071	2,92,674	...	...	136,455	3,631
LX	Ledo and Tikak-Margherita Colliery	1st half	...	9,313	...	...	...	...
		2nd half	...	8,552	...	...	...	...
		Total	...	17,865	...	...	...	...
LXI	Ahmedabad-Paráutij	1st half	1,158,808	53,302	183	27	29,124	129
		2nd half	1,207,569	57,432	7	1	2,784	40
		Total	2,366,377	1,10,734	190	28	31,968	169
LXII	Nílgiri (*b*)	1st half	1,777	1,088	47	30	8,054	169
		2nd half	56,915	31,168	1,256	834	4,505	1,800
		Total	58,692	32,256	1,303	864	12,559	1,969
LXIII	The Gaekwar's Mehsána	1st half	2,041,455	1,00,675	...	...	14,903	404
		2nd half	1,965,843	1,04,715	...	...	4,328	61
		Total	4,007,298	2,05,390	...	...	19,231	465
LXIV	Hyderabad-Gódávari-valley. (*c*)	1st half	...	...	...	...	...	...
		2nd half	826,525	50,268	444	50	106,977	1,900
		Total	826,525	50,268	444	50	106,977	1,900
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total						
LXVI	Yesvantpur-Mysore frontier.	1st half						
		2nd half						
		Total						
LXVII	Mysore-Nanjangúd	1st half						
		2nd half						
		Total						
LXVIII	Birur-Shimoga (*d*)	1st half						
		2nd half						
		Total						
LXXII	Jodhpur-Bikaner—							
	Jodhpur section	1st half	11,723,522	5,91,438	118	19	1,453,604	14,722
		2nd half	15,092,500	7,19,823	1,084	185	297,838	5,549
		Total	26,816,022	13,11,261	1,202	204	1,751,442	20,271
	Bikaner section	1st half	868,870	48,701	44	7	119,660	2,181
		2nd half	1,032,645	49,667	301	45	376,646	6,472
		Total	1,901,515	98,368	345	52	496,306	8,653
LXXIII	Udaipur-Chitor	1st half	344,887	28,684	487	90	55,434	785
		2nd half	928,524	77,326	145	16	1,601	22
		Total	1,273,411	1,06,010	632	106	57,035	807
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	7,528,606	5,21,695	133	21	76,951	1,419
		2nd half	6,984,524	4,25,813	143	28	128,606	2,502
		Total	14,513,130	9,47,508	276	49	205,557	3,921
LXXV	Jetalsar-Rájkot	1st half	374,838	26,293	19	3	3,601	101
		2nd half	519,637	32,503	15	2	3,022	85
		Total	894,475	58,796	34	5	6,623	186
LXXVI	Jámnagar	1st half	190,121	13,659	15	2	2,306	66
		2nd half	236,175	17,069	40	12	1,838	55
		Total	426,286	30,728	55	14	4,144	121
LXXVII	Dhrángadrá	1st half	207,445	22,870	...	...	920	26
		2nd half	169,992	15,811	...	...	2,108	60
		Total	377,437	38,681	...	...	3,028	86
	Total Metre gauge	1st half	482,414,164	1,91,56,456	503 272	51,283	53,948,964	6,49,622
		2nd half	525,981.853	2,01,89,332	767,102	72,232	47,959,130	5,46,409
		Total(*a*)	1,008,395,999	3,93,45,788	1,270,374	1,23,515	101,908,094	11,96,031

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
28,789,928	4,42,918	2,60,117	1,89,82,847	11,94,634	1,82,39,736	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
43,100,573	6,46,783	1,69,696	1,98,57,911	9,78,638	1,93,42,028	2nd half		
71,890,501	10,89,701	4,29,813	3,88,45,019	21,73,272	3,75,86,025	Total (a)		
6,760,853	1,94,132	593	3,34,355	...	3,34,355	1st half	LIX	
6,537,561	1,87,666	479	3,44,820	...	3,44,820	2nd half		
13,298,414	3,81,798	1,072	6,79,175	...	6,79,175	Total		
...	22,313	...	31,626	...	31,626	1st half	LX	
...	22,906	...	31,458	...	31,458	2nd half		
...	45,219	...	63,084	...	63,084	Total		
1,714	43	300	53,801	...	53 801	1st half	LXI	
...	...	440	57,913	...	57,913	2nd half		
1,714	43	740	1,11,714	...	1,11,714	Total		
...	...	3	1,290	...	1,290	1st half	LXII	(b) Opened for traffic from the 15th June 1899.
...	...	241	34,043	...	34,043	2nd half		
...	...	244	35,333	...	35,333	Total		
95	5	396	1,01,480	...	1,01,480	1st half	LXIII	
...	...	468	1,05,244	...	1,05,244	2nd half		
95	5	864	2,06,724	...	2,06,724	Total		
...	...	...	...	...	...	1st half	LXIV	(c) Opened for traffic from the 21st October 1899.
44,060	844	149	53,211	...	53,211	2nd half		
44,060	844	149	53,211	...	53,211	Total		
					36,155	1st half	LXV	
					25,580	2nd half		
					61,735	Total		
					49,777	1st half	LXVI	
					42,119	2nd half		
					91,890	Total		
					4,195	1st half	LXVII	
					3,172	2nd half		
					7,367	Total		
					...	1st half	LXVIII	(d) Opened for traffic from the 1st December 1899.
					3,036	2nd half		
					3,036	Total		
483,348	8,843	1,788	6,16,810	...	6,16,810	1st half	LXXII	
292,392	5,349	2,039	7,32,945	...	7,32,945	2nd half		
775,740	14,192	3,827	13,49,755	...	13,49,755	Total		
80,942	1,512	403	52,804	...	52,804	1st half		
67,807	2,284	574	59,042	...	59,042	2nd half		
148,749	3,796	977	1,11,846	...	1,11,846	Total		
...	...	544	30,103	...	30,103	1st half	LXXIII	
...	...	1,354	78,718	...	78,718	2nd half		
...	...	1,878	1,08,821	...	1,08,821	Total		
397,135	10,505	1,116	5,34,756	352	5,34,404	1st half	LXXIV	
552,043	13,496	3,733	4,45,572	84	4,45,488	2nd half		
949,178	24,001	4,849	9,80,328	436	9,79,892	Total		
696	51	82	26,530	...	26,530	1st half	LXXV	
531	29	387	33,006	34	32,972	2nd half		
1,227	80	469	59,536	34	59,502	Total		
49	1	65	13,793	...	13,793	1st half	LXXVI	
73	2	106	17,244	...	17,244	2nd half		
122	3	171	31,037	...	31,037	Total		
1,731	50	79	23,025	...	23,025	1st half	LXXVII	
90	8	61	15,940	...	15,940	2nd half		
1,821	58	140	38,965	...	38,965	Total		
36,516,491	6,80,373	2,65,486	2,08,03,220	11,94,986	2,01,49,884	1st half		
50,595,130	8,79,367	1,79,727	2,18,67,067	9,78,756	2,14,24,973	2nd half		
87,111,621	15,59,740	4,45,213	4,26,74,548	21,73,742	4,15,79,118	Total(a)		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Special Gauges.			₹		₹		₹
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″).	1st half	564,212	1,95,092	1,697	1,321	23,089	4,644
		2nd half	572,076	1,89,640	1,940	1,320	6,132	1,828
		Total	1,136,288	3,84,732	3,637	2,641	29,221	6,472
LXXXVII	Bárai Light (2′ 6″)	1st half	799,997	86,208	61	10	1,756	44
		2nd half	443,745	45,790	110	22	660	16
		Total	1,243,742	1,31,998	171	32	2,416	60
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XC	Ránaghat-Krisnagar (2′ 6″)(a).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCI	Tarakeshawar-Magra (2′ 6″).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCII	Tezpore-Bálipárá (2′ 6″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCIV	Gwalior Lights (2′ 0″)(b)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCV	The Gaekwar's Dabhoi (2′ 6″).	1st half	1,048,476	75,782	...	...	6,732	95
		2nd half	732,799	60,965	...	...	57,320	951
		Total	1,781,275	1,36,747	...	...	64,052	1,046
XCVI	Rajpipla (2′ 6″)	1st half	114,222	14,310	...	...	35,129	673
		2nd half	130,488	9,260	...	...	3,301	61
		Total	244,710	23,570	...	...	38,430	734
XCVIII	Cooch Behar (2′ 6″)	1st half	119,294	13,658	...	...	42,705	2,215
		2nd half	175,693	21,581	254	41	25,659	1,660
		Total	294,987	35,239	254	41	68,364	3,875
XCIX	Morvi (2′ 6″)	1st half	945,334	80,811	814	125	53,512	569
		2nd half	1,292,699	76,983	1,507	217	12,329	450
		Total	2,238,033	1,57,794	2,321	342	65,841	1,019
	Total Special Gauges	1st half	3,591,535	4,65,861	2,572	1,456	162,923	8,240
		2nd half	3,347,500	4,04,219	3,811	1,600	105,401	4,966
		Total	6,939,035	8,70,080	6,383	3,056	268,324	13,206
	Total of all Gauges for the year.	...	4,416,900,372	16,05,25,791	13,260,720	13,07,105	423,235,539	52,87,088

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Coal.		Miscel-laneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
...	...	...	37,730	...	37,730	1st half	LXXXIII	
...	...	...	44,893	...	44,893	2nd half		
...	...	...	82,623	...	82,623	Total.		
...	...	...	6,556	...	6,556	1st half	LXXXIV	
...	...	...	2,459	...	2,459	2nd half		
...	...	...	9,015	...	9,015	Total.		
83,937	16,147	4,378	2,21,582	...	2,21,582	1st half	LXXXVI	
52,223	10,113	2,989	2,05,890	...	2,05,890	2nd half		
136,160	26,260	7,367	4,27,472	...	4,27,472	Total.		
655	17	182	86,461	136	86,325	1st half	LXXXVII	
...	...	113	45,941	30	45,911	2nd half		
655	17	295	1,32,402	166	1,32,236	Total.		
...	...	...	5,553	...	5,553	1st half	LXXXVIII	
...	...	...	5,237	...	5,237	2nd half		
...	...	...	10,790	...	10,790	Total.		
...	...	...	1,871	...	1,871	1st half	LXXXIX	
...	...	...	2,027	...	2,027	2nd half		
...	...	...	3,898	...	3,898	Total.		
...	...	...	407	...	407	1st half	XC	(a) Opened for traffic from the 5th April 1899.
...	...	...	592	...	592	2nd half		
...	...	...	999	...	999	Total.		
...	...	...	2,670	...	2,670	1st half	XCI	
...	...	...	3,634	...	3,634	2nd half		
...	...	...	6,304	...	6,304	Total.		
...	...	...	19,450	...	19,450	1st half	XCII	
...	...	...	32,525	...	32,525	2nd half		
...	...	...	51,975	...	51,975	Total.		
...	...	...	...	...	...	1st half	XCIV	(b) Opened for traffic from the 2nd December 1899.
...	...	...	1,877	...	1,877	2nd half		
...	...	...	1,877	...	1,877	Total.		
12,093	172	171	76,220	...	76,220	1st half	XCV	
6,313	89	147	62,151	...	62,151	2nd half		
18,406	261	318	1,38,372	...	1,38,372	Total.		
69	9	10	15,002	...	15,002	1st half	XCVI	
159	3	10	9,334	...	9,334	2nd half		
228	12	20	24,336	...	24,336	Total.		
5,913	558	185	16,616	...	16,616	1st half	XCVIII	
5,749	370	123	23,775	...	23,775	2nd half		
11,662	928	308	40,391	...	40,391	Total.		
67,681	3,873	285	85,663	...	85,663	1st half	XCIX	
30,605	2,971	530	81,151	...	81,151	2nd half		
98,286	6,844	815	1,66,814	...	1,66,814	Total.		
170,348	20,776	5,211	5,75,781	136	5,75,645	1st half		
95,049	13,546	3,912	5,21,487	30	5,21,457	2nd half		
265,397	34,322	9,123	10,97,268	166	10,97,102	Total.		
1,324,678,379	2,21,53,017	22,16,306	19,20,54,253	38,07,038	19,19,97,697			

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899. [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE.		₹	₹	₹	₹
I	East Indian	1st half	26,96,248	31,63,800	10,57,461	20,54,671
		2nd half	27,16,400	31,87,577	8,81,204	20,98,385
		Total	54,12,648	63,51,377	19,38,665	41,53,056
II	Bengal Central	1st half	95,838	66,558	24,438	60,885
		2nd half	84,439	83,791	21,702	70,014
		Total	1,80,277	1,50,349	46,140	1,30,899
III	Bengal-Nágpur	1st half	6,07,563	5,69,409	1,43,453	3,65,621
		2nd half	6,44,483	6,27,993	1,36,253	3,60,895
		Total	12,52,046	11,97,402	2,79,706	7,26,516
IV	Indian Midland	1st half	4,18,699	8,04,141	2,13,563	3,00,645
		2nd half	5,40,284	7,83,261	2,25,685	3,04,269
		Total	9,58,983	16,77,402	4,39,248	6,04,914
VI	Godhra-Rutlam-Nágdá	1st half	1,00,350	1,61,642	32,175	45,741
		2nd half	1,02,191	1,47,651	30,793	41,694
		Total	2,02,541	3,09,293	62,968	87,435
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
VIII	Dhond-Manmád	1st half				
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	5,555	10,948	2,585	5,986
		2nd half	14,633	29,006	5,911	13,944
		Total	20,188	39,054	8,496	19,930
...	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	4,396	10,545	2,035	4,385
		2nd half	Amalgamated with the East Coast State railway.			
		Total	4,396	10,545	2,035	4,385
XI	North Western State	1st half	30,43,976	35,71,810	11,01,342	14,56,715
		2nd half	20,25,998	40,81,040	4,54,368	14,67,414
		Total	50,69,974	76,52,850	15,55,710	29,24,129
XII	Hyderabad-Shadipalli	1st half	18,936	24,813	7,571	9,701
		2nd half	15,870	26,782	7,877	10,503
		Total	34,806	51,595	15,448	20,204
XIII	Oudh and Rohilkhand State	1st half	6,00,698	6,80,832	4,50,387	4,52,166
		2nd half	7,19,574	5,88,722	3,63,542	4,60,542
		Total	13,20,272	12,69,554	8,13,929	9,12,708
XIV	Eastern Bengal State	1st half	7,18,962	4,34,045	2,90,894	4,77,959
		2nd half	6,53,265	4,75,495	1,63,392	6,05,995
		Total	13,72,227	9,09,540	4,54,286	10,83,954
XV	Calcutta Port Commissioners'	1st half	16,557	20,512	10,171	77,071
		2nd half	17,767	22,060	10,581	50,920
		Total	34,324	42,572	20,752	1,27,991
XVI	East Coast State	1st half	3,17,689	4,12,875	89,085	2,49,399
		2nd half	3,79,308	4,86,598	88,354	2,77,934
		Total	6,96,997	8,99,473	1,77,439	5,27,333
XVII	Great Indian Peninsula	1st half	19,38,740	39,85,845	11,90,071	15,63,024
		2nd half	20,83,244	38,41,369	11,81,665	15,12,850
		Total	40,61,984	78,27,214	23,71,736	30,75,874
XVIII	Bombay, Baroda and Central India	1st half	12,88,325	15,05,079	5,23,984	5,18,218
		2nd half	7,84,425	14,11,405	8,20,036	5,13,099
		Total	20,72,750	29,16,484	13,44,020	10,31,317
	TOTAL STANDARD GAUGE carried over	1st half	1,19,12,532	1,55,11,954	51,39,215	70,42,182
		2nd half	1,07,81,881	1,57,92,750	43,91,363	77,88,458
		Total	2,26,94,413	3,13,04,704	95,30,578	1,54,30,645

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

Revenue Accounts] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1899.	Classification Number.	Remarks.
R	R	R	R			
10,25,336	87,238	8,02,918	1,08,87,672	1st half	I	
10,28,910	92,404	4,12,178	1,04,17,058	2nd half		
20,54,246	1,79,642	12,15,096	2,13,04,730	Total		
72,218	...	26,026	3,45,963	1st half	II	
72,058	...	19,909	3,51,913	2nd half		
1,44,276	...	45,935	6,97,876	Total		
3,68,205	...	72,973	21,27,224	1st half	III	
3,66,178	...	88,620	22,24,422	2nd half		
7,34,383	...	1,61,593	43,51,646	Total		
2,69,618	...	1,29,399	22,26,065	1st half	IV	
2,80,061	...	1,52,812	22,86,372	2nd half		
5,49,679	...	2,82,211	45,12,437	Total		
35,509	...	4,369	3,79,786	1st half	VI	
31,402	...	4,041	3,57,772	2nd half		
66,911	...	8,410	7,37,558	Total		
(a)675	...	...	(a) 675	1st half	VII	(a) Expenditure incurred direct by the State
(a)675	...	...	(a) 675	2nd half		
1,350	...	...	1,350	Total		
(a)6,152	...	...	(a) 6,152	1st half	VIII	(b) Including R614 being the amount fo annual payments for land to H. H. the Mir of Didu.
(a)6,152	...	...	(a) 6,152	2nd half		
12,304	...	...	12,304	Total		
5,875	...	5,798	35,847	1st half	IX	
14,272	...	14,194	91,960	2nd half		
20,147	...	19,992	1,27,807	Total		
2,935	...	3,725	28,021	1st half	...	
...	...	...	...	2nd half		
2,935	...	3,725	28,021	Total		
6,87,487	19,960	2,72,575	1,01,53,865	1st half	XI	
6,73,335	27,270	2,49,246	89,78,671	2nd half		
13,60,822	47,230	5,21,821	1,91,32,536	Total		
(b)5,855	...	1,519	68,395	1st half	XII	
5,776	...	1,576	68,384	2nd half		
11,631	...	3,095	1,36,779	Total		
2,37,911	...	1,72,773	25,94,767	1st half	XIII	
2,33,228	...	1,02,020	24,67,628	2nd half		
4,71,139	...	2,74,793	50,62,395	Total		
1,96,345	17,085	58,555	21,93,845	1st half	XIV	
1,90,764	30,019	1,50,306	22,69,236	2nd half		
3,87,109	47,104	2,08,861	44,63,081	Total		
12,956	...	5,066	1,42,333	1st half	XV	
6,998	...	3,431	1,11,757	2nd half		
19,954	...	8,497	2,54,090	Total		
1,91,255	26,204	40,362	13,26,869	1st half	XVI	
2,05,885	32,989	28,995	15,00,063	2nd half		
3,97,140	59,193	69,357	28,26,932	Total		
6,45,842	...	4,57,255	(c) 1,00,45,420	1st half	XVII	(c) Including R2,24,643 in the first-half, and R2,19,016 in the second-half of 1899, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
6,49,149	...	3,32,552	(c) 98,19,845	2nd half		
12,94,991	...	7,89,807	1,98,65,265	Total		
2,67,732	...	1,08,741	42,12,079	1st half	XVIII	
2,60,555	...	79,209	38,68,729	2nd half		
5,28,287	...	1,87,950	80,80,808	Total		
40,31,906	1,50,487	21,62,054	4,67,74,978	1st half		
40,25,398	1,82,682	16,39,089	4,48,20,637	2nd half		
80,57,304	3,33,169	38,01,143	9,15,95,615	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899 [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	1,19,12,532	1,55,11,954	51,39,215	76,42,187
		2nd half	1,07,81,881	1,57,92,750	43,91,363	77,88,458
		Total	2,26,94,413	3,13,04,704	95,30,578	1,54,30,645
XIX	Madras	1st half	5,35,018	10,08,925	1,93,544	4,19,329
		2nd half	6,40,188	13,37,358	2,55,017	4,26,365
		Total	11,75,206	23,46,283	4,48,561	8,45,694
XXI	Tarkessur	1st half 2nd half Total	Included with the East Indian railway.			
XXIII	Southern Punjab (Delhi-Samásata)	1st half	1,06,848	1,33,072	40,608	52,041
		2nd half	1,01,461	1,25,951	38,485	48,981
		Total	2,08,309	2,59,023	79,093	1,01,022
XXV	Tapti Valley	1st half	8,679	10,426	3,480	3,528
		2nd half	18,111	31,817	17,363	11,323
		Total	26,790	42,243	20,843	14,851
XXVII	Amráoti	1st half 2nd half Total	Included with the Great Indian Peninsula railway.			
XXVIII	Bína-Goona-Bárán	1st half 2nd half Total	Included with the Indian Midland railway.			
XXIX	Bhopal-Ujjain	1st half 2nd half Total				
XXXI	The Nizam's Guaranteed State	1st half	2,51,443	2,19,716	56,371	1,30,910
		2nd half	2,00,288	2,84,580	49,803	1,23,575
		Total	4,51,731	5,04,296	1,06,174	2,54,485
XXXII	Nágdá-Ujjain	1st half	9,351	11,232	3,749	3,801
		2nd half	8,084	14,200	7,749	5,053
		Total	17,435	25,432	11,498	8,854
XXXIII	The Gaekwar's Petlád	1st half	3,397	5,497	1,933	1,933
		2nd half	4,292	6,019	3,253	2,168
		Total	7,689	11,516	5,186	4,101
XXXIV	Kolar Gold-fields	1st half	9,617	18,366	3,540	7,641
		2nd half	13,872	29,576	5,570	9,322
		Total	23,489	47,942	9,110	16,963
XXXVI	Rájpura-Bhátinda	1st half	55,662	69,323	21,154	27,111
		2nd half	52,663	65,376	19,976	25,424
		Total	1,08,325	1,34,699	41,130	52,535
XXXVII	Jammu and Kashmir (Native state section).	1st half	4,143	5,160	1,574	2,018
		2nd half	4,147	5,148	1,573	2,002
		Total	8,290	10,308	3,147	4,020
	TOTAL STANDARD GAUGE	1st half	1,28,96,690	1,69,93,671	54,65,168	82,90,499
		2nd half	1,18,24,987	1,76,92,775	47,90,152	84,42,671
		Total	2,47,21,677	3,46,86,446	1,02,55,320	1,67,33,170
	METRE GAUGE.					
XXXIX	Bengal and North-Western— Tirhoot section Company's section	1st half	4,60,546	3,95,482	98,519	2,63,200
		2nd half	5,63,224	4,29,848	94,032	2,97,192
		Total	10,23,770	8,25,330	1,92,551	5,60,392
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	70,712	72,587	25,235	49,161
		2nd half	96,793	56,660	20,353	48,446
		Total	1,67,505	1,29,247	45,588	92,607
XLI	Rajputana-Malwa	1st half	14,45,867	18,31,842	4,42,204	7,76,308
		2nd half	12,11,082	20,39,153	4,67,988	8,18,807
		Total	26,56,949	38,70,995	9,10,192	15,95,115
XLII	Pálanpur-Deesa	1st half	2,567	3,294	811	1,421
		2nd half	2,279	3,662	847	1,482
		Total	4,846	6,956	1,658	2,903
XLIII	Southern Mahratta	1st half	3,99,081	5,66,193	1,94,514	3,13,379
		2nd half	5,23,295	7,12,451	1,78,827	3,40,013
		Total	9,22,976	12,78,644	3,73,341	6,53,392
XLIV	Guntakal-Mysore frontier	1st half	25,486	36,104	12,403	19,983
		2nd half	34,712	47,259	11,862	22,554
		Total	60,198	83,363	24,265	42,537
	TOTAL METRE GAUGE carried over	1st half	24,04,859	29,05,502	7,73,686	14,23,452
		2nd half	24,31,385	32,89,033	7,73,909	15,28,494
		Total	48,36,244	61,94,535	15,47,595	29,51,946

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
40,31,906	1,50,487	21,62,054	4,67,74,978	1st half		
40,25,398	1,82,682	16,89,089	4,48,20,637	2nd half		
80,57,304	3,33,169	38,01,143	9,15,95,615	Total		
2,78,982	...	50,470	24,85,368	1st half	XIX	
2,98,047	...	52,997	30,09,972	2nd half		
5,76,129	...	1,03,467	54,95,340	Total		
		(a)22,267	(a) 22,267	1st half	XXI	
		(a)17,781	(a) 17,781	2nd half		
		40,048	40,048	Total		(a) Represents contribution to the Provident Fund and 1th share of net earnings paid to the East Indian railway.
28,104	...	8,151	3,68,824	1st half	XXIII	
27,989	...	6,997	3,49,864	2nd half		
56,093	...	15,148	7,18,688	Total		
1,897	...	708	28,718	1st half	XXV	
5,958	...	1,699	86,271	2nd half		
7,855	...	2,407	1,14,989	Total		
(c) 443	...	...	(c) 443	1st half	XXVII	
(c) 442	...	...	(c) 442	2nd half		
885	...	...	885	Total		(c) Expenditure incurred direct by the State.
(c) 1,380	...	(c) 1,993	(c)3,373	1st half	XXVIII	
(c) 2,205	...	(c) 1,993	(c)4,198	2nd half		
3,585	...	3,986	7,571	Total		
(c) 1,710	...	...	(c) 1,710	1st half	XXIX	
(c) 1,710	...	(c) 9,840	(c) 11,550	2nd half		
3,420	...	9,840	13,260	Total		
1,28,502	...	24,724	8,11,666	1st half	XXXI	
1,21,139	...	18,104	7,97,489	2nd half		
2,49,641	...	42,828	16,09,155	Total		
2,944	...	762	30,939	1st half	XXXII	
2,659	...	759	38,504	2nd half		
4,703	...	1,521	69,443	Total		
1,066	...	399	14,165	1st half	XXXIII	
1,104	...	355	17,191	2nd half		
2,170	...	754	31,356	Total		
5,103	...	6,232	50,499	1st half	XXXIV	
6,585	...	5,416	70,341	2nd half		
11,688	...	11,648	1,20,840	Total		
14,641	...	4,246	1,92,137	1st half	XXXVI	
14,528	...	3,632	1,81,599	2nd half		
29,169	...	7,878	3,73,736	Total		
1,090	...	316	14,301	1st half	XXXVII	
1,144	...	286	14,300	2nd half		
2,234	...	602	28,601	Total		
44,95 908	1,50,487	22,82,322	5,07,99,388	1st half		
45,08,908	1,82,682	17,58,948	4,94,20,139	2nd half		
90,04,816	3,33,169	40,41,270	10,02,19,527	Total		
2,11,719	1,30,844	1,64,383	17,24,693	1st half	XXXIX	
2,42,689	1,12,751	1,61,546	19,01,282	2nd half		
4,54,408	2,43,595	3,25,929	36,25,975	Total		
52,602	...	41,952	3,12,249	1st half	XL	
58,062	...	39,390	3,19,704	2nd half		
1,10,664	...	81,342	6,31,953	Total		
5,51,499	...	1,03,581	51,51,301	1st half	XLI	
5,83,492	...	1,70,785	52,91,307	2nd half		
11,34,991	...	2,74,366	1,04,42,608	Total		
1,012	...	185	9,290	1st half	XLII	
1,056	...	292	9,618	2nd half		
2,068	...	477	18,908	Total		
3,11,945	...	55,637	18,41,349	1st half	XLIII	
3,20,056	...	59,624	21,34,266	2nd half		
6,32,001	...	1,15,261	39,75,615	Total		
17,233	...	4,755	1,15,964	1st half	XLIV	
18,465	...	5,553	1,40,405	2nd half		
35,698	...	10,308	2,56,369	Total		
11,46,010	1,30,844	3,70,493	91,54,846	1st half		
12,23,820	1,12,751	4,37,190	97,96,582	2nd half		
23,69,830	2,43,595	8,07,683	1,89,51,428	Total		

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899. {Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			£	£	£	£
	METRE GAUGE—*contd.*					
	Brought forward METRE GAUGE	1st half	24,04,859	29,05,502	7,73,686	14,23,452
		2nd half	24,31,385	32,89,033	7,73,909	15,28,494
		Total	48,36,244	61,94,535	15,47,595	29,51,946
XLV	Mysore section (Southern Mahratta)	1st half	72,466	1,01,219	34,773	56,023
		2nd half	94,863	1,28,223	32,184	61,194
		Total	1,67,329	2,29,442	66,957	1,17,217
XLVI	South Indian	1st half	4,23,633	9,10,167	2,28,568	3,84,833
		2nd half	3,65,563	8,05,673	2,42,121	3,71,851
		Total	7,89,196	17,15,840	4,70,689	7,56,684
XLVII	Máyavaram-Mutupet	1st half	12,261	26,342	6,615	11,138
		2nd half	10,347	22,804	6,853	10,525
		Total	22,608	49,146	13,468	21,663
XLVIII	Assam-Bengal	1st half	2,50,005	1,30,680	27,653	1,01,616
		2nd half	1,75,865	1,30,635	24,102	1,06,004
		Total	4,25,870	2,61,315	51,755	2,07,620
XLIX	Burma	1st half	6,73,796	9,09,533	1,86,823	4,70,268
		2nd half	5,66,433	9,10,855	2,28,643	4,43,610
		Total	12,40,229	18,20,388	4,15,466	9,13,878
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	3,61,664	2,54,882	70,132	2,46,486
		2nd half	2,61,482	2,95,753	90,528	2,57,308
		Total	6,23,146	5,50,635	1,60,660	5,03,794
	Dacca section	1st half	40,662	35,947	13,654	34,970
		2nd half	56,445	47,752	15,880	46,118
		Total	97,107	83,699	29,534	81,088
LIII	Deoghur	1st half	4,952	8,375	5,102	5,425
		2nd half				
		Total	4,952	8,375	5,102	5,425
LIV	Brahmaputra-Sultanpur (a)	1st half	...	2,114	855	952
		2nd half	2,350	3,973	1,175	3,227
		Total	2,350	6,087	2,030	4,179
LV	Mymensingh-Jamalpur-Jagannathganj	1st half	8,326	085	124	3,042
		2nd half	5,485	4,599	1,479	4,353
		Total	13,811	5,284	1,603	7,395
LVI	Rohilkund and Kumaon (Company's section).	1st half	25,880	26,566	9,236	17,993
		2nd half	34,703	20,314	7,297	17,369
		Total	60,583	46,880	16,533	35,362
LVII	Segowlie-Raxaul (b)	1st half	...	...	...	...
		2nd half	...	306	210	1,084
		Total	...	306	210	1,084
LVIII	Bengal Docars	1st half	15,715	12,801	3,461	14,876
		2nd half	11,246	12,825	3,139	15,682
		Total	26,961	25,626	6,600	30,558
LIX	Dibru-Sadiya	1st half	88,774	50,693	23,272	25,418
		2nd half	43,458	47,591	22,747	27,879
		Total	1,32,232	98,284	46,019	53,297
LX	Ledo and Tikak-Margherita Colliery	1st half	12,781	3,788	1,739	1,899
		2nd half	8,488	3,431	1,638	1,996
		Total	21,269	7,219	3,377	3,895
LXI	Ahmedabad-Parántij	1st half	12,937	16,422	3,977	6,979
		2nd half	9,888	16,413	3,775	6,606
		Total	22,825	32,835	7,752	13,585
LXII	Nilgiri (c)	1st half	1,154	2,247	163	606
		2nd half	22,008	27,505	2,010	3,809
		Total	23,162	29,752	2,173	4,415
LXIII	The Gaekwar's Mehsána	1st half	23,733	30,305	7,404	12,983
		2nd half	17,397	28,326	6,536	11,440
		Total	41,130	58,631	13,940	24,423
	TOTAL METRE GAUGE carried over	1st half	44,28,646	54,19,893	13,92,135	28,13,534
		2nd half	41,17,406	57,96,011	14,64,226	29,18,549
		Total (d)	85,51,004	1,12,24,279	28,61,463	57,37,508

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
11,46,010	1,30,844	3,70,493	91,54,846	1st half		
12,23,820	1,12,751	4,37,190	97,96,582	2nd half		
23,69,830	2,43,595	8,07,683	1,89,51,428	Total		
60,155	...	13,331	3,37,967	1st half	XLV	(*a*) Opened for traffic on the 1st April 1889.
61,941	...	15,065	3,93,470	2nd half		(*b*) Opened for traffic on the 1st March 1899, but was closed on the 21st June 1899, owing to damages done by a flood, and reopened on the 19th October 1899.
1,22,096	...	28,396	7,31,437	Total		
2,99,583	...	51,353	22,98,137	1st half	XLVI	(*c*) Opened for traffic on the 15th June 1899.
3,07,384	...	50,512	21,43,104	2nd half		(*d*) Including the Deoghur railway for which yearly figures are shown.
6,06,967	...	1,01,865	44,41,241	Total		
8,671	...	10,438	75,465	1st half	XLVII	
8,701	...	10,568	69,798	2nd half		
17,372	...	21,006	1,45,263	Total		
1,64,067	...	8,607	6,82,628	1st half	XLVIII	
1,67,593	652	9,464	6,14,315	2nd half		
3,31,660	652	18,071	12,96,943	Total		
3,49,205	30,861	48,523	26,69,009	1st half	XLIX	
3,37,052	39,684	52,031	25,78,308	2nd half		
6,86,257	70,545	1,00,554	52,47,317	Total		
1,30,806	1,50,283	43,250	12,57,503	1st half	L	
1,24,800	1,83,865	50,734	12,64,470	2nd half		
2,55,606	3,34,148	93,984	5,21,973	Total		
11,584	...	4,607	1,41,424	1st half		
14,138	...	4,542	1,84,875	2nd half		
25,722	...	9,149	3,26,299	Total		
2,533	...	199	26,586	1st half 2nd half	LIII	
2,533	...	199	26,586	Total		
894	...	...	4,815	1st half	LIV	
706	...	90	11,521	2nd half		
1,600		90	16,336	Total		
936	...	55	13,168	1st half	LV	
631	...	210	16,757	2nd half		
1,567	...	265	29,925	Total		
19,252	...	15,354	1,14,281	1st half	LVI	
20,816	...	14,122	1,14,621	2nd half		
40,068	...	29,476	2,28,902	Total		
...	...	...	...	1st half	LVII	
829	...	...	2,429	2nd half		
829		...	2,429	Total		
13,027	16,349	1,349	77,578	1st half	LVIII	
11,636	21,098	1,417	77,043	2nd half		
24,663	37,447	2,766	1,54,621	Total		
38,684	...	685	2,27,526	1st half	LIX	
39,840	...	685	1,82,200	2nd half		
78,524	...	1,370	4,09,726	Total		
986	...	1,632	22,825	1st half	LX	
1,030	...	1,623	18,206	2nd half		
2,016	...	3,255	41,031	Total		
4,960	...	927	46,202	1st half	LXI	
4,707	...	1,355	42,744	2nd half		
9,667	...	2,282	88,946	Total		
78	...	36	4,284	1st half	LXII	
1,461	...	3,163	59,956	2nd half		
1,539	...	3,199	64,240	Total		
9,237	...	1,705	85,367	1st half	LXIII	
8,149	...	2,292	74,140	2nd half		
17,386	...	3,997	1,59,507	Total		
22,58,135	3,28,337	5,72,345	1,72,13,025	1st half		
23,35,234	3,58,050	6,55,063	1,76,44,539	2nd half		
45,95,902	6,86,387	12,27,607	3,48,84,150	Total		

APPENDI

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899. [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*concld.*		£	£	£	£
	Brought forward METRE GAUGE	1st half	44,28,646	54,19,893	13,92,135	28,13,534
		2nd half	41,17,406	57,96,011	14,64,226	29,18,549
		Total (*a*)	85,51,004	1,12,24,279	28,61,463	57,37,508
LXIV	Hyderabad-Gódávari Valley	1st half	...	...	...	...
		2nd half	...	13,791	737	7,549
		Total	...	13,791	737	7,549
LXV	Kolhápur	1st half	7,886	11,274	3,873	6,240
		2nd half	7,120	9,814	2,463	4,684
		Total	15,006	21,088	6,336	10,924
LXVI	Yesvantpur-Mysore frontier	1st half	10,438	14,938	5,132	8,268
		2nd half	12,428	17,230	4,325	8,223
		Total	22,866	32,168	9,457	16,491
LXVII	Mysore-Nanjangúd	1st half	1,124	1,608	552	890
		2nd half	1,452	2,027	509	968
		Total	2,576	3,635	1,061	1,858
LXVIII	Birur-Shimoga	1st half	...	...	...	...
		2nd half	1,044	1,458	366	696
		Total	1,044	1,448	366	696
LXXII	Jodhpur-Bikaner—					
	Jodhpur section	1st half	1,80,034	1,31,535	15,372	36,172
		2nd half	48,517	1,44,167	16,681	40,223
		Total	2,28,551	2,75,702	32,053	76,395
	Bikaner section	1st half	9,140	12,739	1,488	5,448
		2nd half	10,976	13,177	1,470	5,768
		Total	20,116	25,916	2,958	11,216
LXXIII	Udaipur-Chitor	1st half	11,966	14,040	5,793	8,755
		2nd half	11,580	18,564	4,894	9,109
		Total	23,546	32,004	10,687	17,864
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	1,03,076	1,36,815	25,600	97,794
		2nd half	1,06,939	1,36,191	34,807	92,997
		Total	2,10,015	2,73,006	60,407	1,90,791
LXXV	Jetalsar-Rájkot	1st half	14,084	22,055	1,472	6,768
		2nd half	13,467	19,535	1,543	5,990
		Total	27,551	41,590	3,015	12,758
LXXVI	Jámnagar	1st half	10,401	13,974	933	4,284
		2nd half	11,444	12,436	983	3,813
		Total	21,845	26,410	1,916	8,097
LXXVII	Dhrángadrá	1st half	5,673	7,843	520	2,405
		2nd half	7,093	5,524	436	1,694
		Total	12,766	13,367	956	4,099
	TOTAL METRE GAUGE	1st half	47,82,468	57,86,714	14,52,870	29,90,558
		2nd half	43,49,466	61,89,925	15,33,440	31,00,263
		Total (*a*)	91,36,886	1,19,85,014	29,91,412	60,96,246
	SPECIAL GAUGES.					
LXXXIII	Jorhát (2′ 0″)	1st half	14,217	9,178	13,975	9,490
		2nd half	16,065	9,472	7,668	9,343
		Total	30,282	18,650	21,643	18,833
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	15,025	8,909	2,118	2,958
		2nd half	5,139	2,684	2,138	1,241
		Total	20,164	11,593	4,256	4,199
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	48,865	74,160	16,241	31,745
		2nd half	54,008	64,422	34,828	35,846
		Total	1,02,873	1,38,582	51,069	67,591
LXXXVII	Bársi Light (2′ 6″)	1st half	5,942	8,334	2,084	8,893
		2nd half	5,739	9,599	3,131	7,683
		Total	11,681	17,933	5,215	16,576
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	19,415	16,427	4,036	22,211
		2nd half	20,316	14,330	5,608	22,645
		Total	39,731	30,757	9,644	44,856
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	6,491	5,491	1,538	10,401
		2nd half	5,691	5,176	1,589	10,106
		Total	12,182	10,667	3,127	20,507
XC	Ránaghat-Krishnagar (2′ 6″)	1st half	2,339	2,475	608	5,172
		2nd half	5,520	4,464	1,491	10,879
		Total	7,859	6,939	2,099	16,051
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	4,182	6,931	1,755	8,257
		2nd half	4,482	6,593	1,841	7,739
		Total	8,664	13,524	3,596	15,996
XCII	Tezpur-Bálipárá (2′ 6″)	1st half	8,336	6,981	3,610	7,781
		2nd half	9,237	6,769	4,000	7,880
		Total	17,573	13,750	7,610	15,661
	TOTAL SPECIAL GAUGES carried over	1st half	1,24,812	1,38,886	45,965	1,06,908
		2nd half	1,26,197	1,23,509	62,294	1,13,362
		Total	2,51,009	2,62,395	1,08,259	2,20,270

A—continued.

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1899.	Classification Number.	Remarks.
£	£	£	£			
22,58,135	3,28,337	5,72,345	1,72,13,025	1st half		
23,35,234	3,58,050	6,55,063	1,76,44,539	2nd half		
45,95,902	6,86,387	12,27,607	3,48,84,150	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	...	...	...	1st half	LXIV	
4,426	...	...	26,503	2nd half		
4,426	...	...	26,503	Total		
5,382	...	1,485	36,140	1st half	LXV	
3,835	...	1,153	29,069	2nd half		
9,217	...	2,638	65,209	Total		
7,130	...	1,967	47,873	1st half	LXVI	
6,732	...	2,024	50,962	2nd half		
13,862	...	3,991	98,835	Total		
767	...	212	5,153	1st half	LXVII	
792	...	238	5,986	2nd half		
1,559	...	450	11,139	Total		
...	...	...	...	1st half	LXVIII	
570	...	171	4,305	2nd half		
570	...	171	4,305	Total		
24,575	...	28,193	4,15,881	1st half	LXXII	
27,069	...	49,715	3,26,372	2nd half		
51,644	...	77,908	7,42,253	Total		
2,584	...	1,477	32,876	1st half		
2,746	...	3,182	37,319	2nd half		
5,330	...	4,659	70,195	Total		
6,238	...	2,678	49,490	1st half	LXXIII	
7,150	...	4,924	56,221	2nd half		
13,408	...	7,602	1,05,711	Total		
81,344	...	15,804	4,60,433	1st half	LXXIV	
81,655	...	13,526	4,66,115	2nd half		
1,62,999	...	29,330	9,26,548	Total		
12,043	...	6,333	62,755	1st half	LXXV	
11,285	...	5,626	57,446	2nd half		
23,328	...	11,959	1,20,201	Total		
8,700	...	784	39,076	1st half	LXXVI	
6,418	...	613	35,707	2nd half		
15,118	...	1,397	74,783	Total		
4,447	...	2,257	23,145	1st half	LXXVII	
3,414	...	1,592	19,753	2nd half		
7,861	...	3,849	42,898	Total		
24,11,365	3,28,337	6,33,535	1,83,85,847	1st half		
24,91,329	3,58,050	7,37,827	1,87,60,297	2nd half		
49,05,224	6,86,387	13,71,561	3,71,72,730	Total (*a*)		
6,411	...	537	53,508	1st half	LXXXIII	
5,986	...	392	48,926	2nd half		
12,097	...	929	1,02,434	Total		
1,918	...	114	31,042	1st half	LXXXIV	
1,295	...	83	12,580	2nd half		
3,213	...	197	43,622	Total		
39,912	...	7,916	2,18,839	1st half	LXXXVI	
42,114	...	8,118	2,39,336	2nd half		
82,026	...	16,034	4,58,175	Total		
21,219	...	1,098	47,570	1st half	LXXXVII	
17,172	...	640	43,964	2nd half		
38,391	...	1,738	91,534	Total		
7,345	...	...	69,434	1st half	LXXXVIII	
5,636	...	...	68,535	2nd half		
12,981	...	...	1,37,969	Total		
2,939	...	...	26,860	1st half	LXXXIX	
2,521	...	...	25,083	2nd half		
5,460	...	...	51,943	Total		
1,000	...	...	11,594	1st half	XC	
3,985	...	...	26,339	2nd half		
4,985	...	...	37,933	Total		
6,486	...	29	27,640	1st half	XCI	
5,546	...	135	26,336	2nd half		
12,032	...	164	53,976	Total		
6,738	...	282	33,728	1st half	XCII	
6,453	...	934	35,273	2nd half		
13,191	...	1,216	69,001	Total		
93,668	...	9,976	5,20,215	1st half		
90,708	...	16,302	5,26,372	2nd half		
1,84,376	...	20,278	10,46,587	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899. [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	Special Gauge—*concld.*		₹	₹	₹	₹
	Brought forward Special gauge	1st half	1,24,812	1,38,886	45,965	1,06,908
		2nd half	1,26,197	1,23,509	62,294	1,13,362
		Total	2,51,009	2,62,395	1,08,259	2,20,270
XCIV	Gwalior Light (2′ 0″)	1st half	...	...	...	...
		2nd half	4,377	...	(a)1,029	2,252
		Total	4,377	...	1,029	2,252
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	24,234	22,958	13,343	12,606
		2nd half	30,653	20,723	9,492	10,670
		Total	54,887	43,681	22,835	22,276
XCVI	Rajpipla (2′ 6″)	1st half	4,692	3,816	508	2,093
		2nd half	6,549	3,803	714	2,028
		Total	11,241	7,619	1,222	4,121
XCVIII	Cooch Behar (2′ 6″)	1st half	4,486	3,642	1,111	5,780
		2nd half	6,710	3,928	1,819	6,817
		Total	11,196	7,570	2,930	12,597
XCIX	Morvi (2′ 6″)	1st half	21,057	40,014	7,135	20,613
		2nd half	27,881	47,654	10,012	21,538
		Total	48,938	87,668	17,147	42,151
	Total special gauges	1st half	1,79,281	2,09,316	68,062	1,47,000
		2nd half	2,02,367	1,99,617	85,360	1,56,667
		Total	3,81,648	4,08,933	1,53,422	3,03,667
	Total of all gauges for the year	...	3,42,40,211	4,70,80,393	1,34,00,154	2,31,33,083

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
93,668	...	9,976	5,20,215	1st half		
90,708	...	10,302	5,26,372	2nd half		
1,84,376	...	20,278	10,46,587	Total		
...	...	...	...	1st half	XCIV	(a) Including locomotive expenses.
549	...	...	8,207	2nd half		
549	...	...	8,207	Total		
6,737	...	38	78,916	1st half	XCV	
7,306	...	643	79,487	2nd half		
14,043	...	681	1,58,403	Total		
1,741	...	69	12,919	1st half	XCVI	
1,293	...	16	14,403	2nd half		
3,034	...	85	27,322	Total		
3,175	...	240	18,433	1st half	XCVIII	
1,869	...	122	21,205	2nd half		
5,044	...	362	39,699	Total		
19,373	...	1,709	1,09,901	1st half	XCIX	
25,238	...	8,209	1,40,532	2nd half		
44,611	...	9,918	2,50,433	Total		
1,24,694	...	12,032	7,40,385	1st half		
1,26,963	...	19,292	7,90,266	2nd half		
2,51,657	...	31,324	15,30,651	Total		
1,41,61,697	10,19,556	54,44,155	13,89,22,908			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. [From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE.		₹	₹	₹	₹	₹
I	East Indian	1st half	3,51,380	4,42,648	9,37,617	3,08,729	...
		2nd half	3,60,923	4,32,120	8,62,760	2,92,761	...
		Total	7,12,303	8,74,768	18,00,377	6,01,490	...
II	Bengal Central	1st half	14,254	19,576	49,186	3,073	229
		2nd half	14,005	19,531	38,223	2,670	417
		Total	28,259	39,107	87,409	5,743	646
III	Bengal-Nágpur	1st half	1,19,968	2,57,637	1,14,793	51,289	...
		2nd half	1,16,467	2,56,953	1,38,590	26,657	...
		Total	2,36,435	5,14,590	2,53,383	77,946	...
IV	Indian Midland	1st half	89,223	1,40,048	88,952	43,747	...
		2nd half	96,629	1,51,274	1,89,022	52,478	...
		Total	1,85,852	2,91,322	2,77,974	96,225	...
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				...
IX	Bezwada extension (East Coast State)	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.				...
...	Washermenpet-Ennur Section (Bezwada-Madras.)	1st half	541	2,734	103	250	...
		2nd half	Amalgamated with the East Coast State railway.				
		Total	541	2,734	103	250	...
XI	North Western State	1st half	4,60,968	7,55,772	7,30,880	3,32,876	48,720
		2nd half	4,60,160	7,60,343	79,087	1,91,759	61,277
		Total	9,21,128	15,16,115	8,09,967	5,24,635	1,09,997
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.				...
XIII	Oudh and Rohilkhand State	1st half	1,06,874	1,12,288	1,91,855	57,654	11,099
		2nd half	1,16,213	1,35,991	2,20,640	1,13,685	6,385
		Total	2,23,087	2,48,279	4,12,495	1,71,339	17,484
XIV	Eastern Bengal State (a)	1st half	1,23,341	2,00,452	3,66,581	1,92,033	647
		2nd half	1,29,516	2,32,857	2,44,941	1,25,064	...
		Total	2,52,857	4,33,309	6,11,522	3,17,097	647
XV	Calcutta Port Commissioners'	1st half	3,857	4,867	3,430	478	...
		2nd half	4,145	5,530	2,761	511	...
		Total	8,002	10,397	6,191	989	...
XVI	East Coast State	1st half	84,358	1,19,715	46,181	13,869	...
		2nd half	1,08,027	1,56,810	42,329	28,929	...
		Total	1,92,385	2,76,525	88,510	42,798	...
XVII	Great Indian Peninsula	1st half	2,28,813	3,62,750	5,74,467	3,10,988	...
		2nd half	2,24,646	4,20,646	5,71,101	3,07,729	...
		Total	4,53,459	7,83,396	11,45,568	6,18,717	...
XVIII	Bombay, Baroda and Central India	1st half	99,154	1,41,174	2,87,253	5,15,319	...
		2nd half	1,13,817	1,68,686	4,74,606	—96,582	...
		Total	2,12,971	3,09,860	7,61,859	4,18,737	...
XIX	Madras	1st half	1,35,932	1,35,161	89,755	39,799	...
		2nd half	1,20,160	1,49,400	1,07,443	1,23,207	...
		Total	2,56,092	2,84,561	1,97,198	1,63,006	...
XXIII	Southern Punjab (Delhi-Samásata)	1st half 2nd half Total	Included with the North Western State railway.				...
XXV	Tápti Valley	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.				
XXXI	The Nizam's Guaranteed State	1st half	54,876	60,439	46,658	60,979	...
		2nd half	54,640	59,925	37,372	24,747	181
		Total	1,09,516	1,20,364	84,030	85,726	181
XXXII	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.				
	TOTAL STANDARD GAUGE carried over	1st half	18,73,539	27,55,261	35,27,711	19,31,083	60,695
		2nd half	19,19,348	29,50,066	30,08,875	11,93,615	68,260
		Total	37,92,887	57,05,327	65,36,586	31,24,698	1,28,955

A—continued.

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
£	£	£	£	£			
4,09,001	2,86,158	27,35,533	39,285	26,96,248	1st half	I	
4,55,267	3,37,490	27,41,231	24,831	27,16,400	2nd half		
8,64,268	6,23,558	54,76,764	64,116	54,12,648	Total		
7,442	2,078	95,838	...	95,838	1st half	II	
7,333	2,260	84,439	...	84,439	2nd half		
14,775	4,338	1,80,277	...	1,80,277	Total		
31,878	31,998	6,07,563	...	6,07,563	1st half	III	
41,281	64,535	6,41,483	...	6,44,483	2nd half		
73,159	96,533	12,52,046	...	12,52,046	Total		
31,812	24,917	4,18,699	...	4,18,699	1st half	IV	
28,704	22,177	5,40,284	...	5,40,284	2nd half		
60,561	47,094	9,58,983	...	9,58,983	Total		
...	...	...	...	1,00,350	1st half	VI	
				1,02,191	2nd half		
				2,02,541	Total		
...	...	...	...	5,555	1st half	IX	
				14,633	2nd half		
				20,188	Total		
478	290	4,396	...	4,396	1st half	...	
...	...	...	...	...	2nd half		
478	290	4,396	...	4,396	Total		
4,26,783	4,73,566	32,29,565	1,85,589	30,43,976	1st half	XI	
3,12,373	3,35,140	22,00,139	1,74,141	20,25,998	2nd half		
7,39,156	8,08,706	54,29,704	3,59,730	50,69,974	Total		
...	...	...	...	18,936	1st half	XII	
				15,870	2nd half		
				34,806	Total		
56,745	64,183	6,00,698	...	6,00,698	1st half	XIII	
67,308	59,352	7,19,574	...	7,19,574	2nd half		
1,24,053	1,23,335	13,20,272	...	13,20,272	Total		
1,49,410	97,150	11,29,614	8,326	11,21,288	1st half	XIV	
1,60,369	86,280	9,79,027	7,835	9,71,192	2nd half		
3,09,779	1,83,430	21,04,641	16,161	20,92,480	Total		
937	2,988	16,557	...	16,557	1st half	XV	(a) Including the metre and special gauge sections of the undertaking.
1,290	3,530	17,767	...	17,767	2nd half		
2,227	6,518	34,324	...	34,324	Total		
18,963	34,603	3,17,689	...	3,17,689	1st half	XVI	
19,671	23,542	3,79,308	...	3,79,308	2nd half		
38,634	58,145	6,96,997	...	6,96,997	Total		
1,48,655	3,96,158	20,21,831	43,091	19,78,740	1st half	XVII	
1,84,396	4,20,813	21,29,331	46,087	20,83,244	2nd half		
3,33,051	8,16,971	41,51,162	89,178	40,61,984	Total		
89,555	1,77,297	13,09,752	21,427	12,88,325	1st half	XVIII	
1,00,893	53,492	8,14,912	30,487	7,84,425	2nd half		
1,90,448	2,30,789	21,24,664	51,914	20,72,750	Total		
53,559	90,389	5,44,635	9,617	5,35,018	1st half	XIX	
59,438	94,412	6,54,060	13,872	6,40,188	2nd half		
1,12,997	1,84,801	11,98,695	23,489	11,75,206	Total		
...	...	...	...	1,06,848	1st half	XXIII	
				1,01,461	2nd half		
				2,08,309	Total		
...	...	...	...	8,679	1st half	XXV	
				18,111	2nd half		
				26,790	Total		
9,650	24,396	2,56,998	5,555	2,51,443	1st half	XXXI	
7,915	30,141	2,14,921	14,633	2,00,288	2nd half		
17,565	54,537	4,71,919	20,188	4,51,731	Total		
...	...	...	...	9,351	1st half	XXXII	
				8,084	2nd half		
				17,435	Total		
14,34,908	17,06,171	1,32,89,368	3,12,890	1,32,26,197	1st half		
14,46,238	15,33,974	1,21,19,476	3,11,886	1,20,67,940	2nd half		
28,81,146	32,39,245	2,54,08,844	6,24,776	2,52,94,137	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. [From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	18,73,539	27,55,261	35,27,711	19,31,083	60,695
		2nd half	19,19,348	29,50,066	30,08,875	11,93,615	68,260
		Total	37,92,887	57,05,327	65,36,586	31,24,698	1,28,955
XXXIII	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXXVII	Jammu and Kashmir (Native state section)	1st half					
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	18,73,539	27,55,261	35,27,711	19,31,083	60,695
		2nd half	19,19,348	29,50,066	30,08,875	11,93,615	68,260
	METRE GAUGE	Total	37,92,887	57,05,327	65,36,586	31,24,698	1,28,955
XXXIX	Bengal and North-Western—Tirhoot section / Company's section	1st half	62,467	85,618	1,21,938	83,667	171
		2nd half	89,622	93,851	1,67,570	94,557	...
		Total	1,52,089	1,79,469	2,89,508	1,78,224	171
XLI	Rajputana-Malwa	1st half	2,03,030	2,84,544	7,69,198	96,289	...
		2nd half	1,98,315	3,20,895	4,90,051	95,320	...
		Total	4,01,345	6,05,439	12,59,249	1,91,609	...
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLIII	Southern Mahratta	1st half	1,37,001	1,87,734	61,134	36,816	...
		2nd half	1,44,906	1,98,026	1,32,976	72,628	...
		Total	2,81,907	3,85,760	1,94,110	1,09,444	...
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLVI	South Indian	1st half	1,17,556	1,12,018	1,61,566	33,154	...
		2nd half	1,14,472	1,15,226	2,05,431	22,546	...
		Total	2,32,028	2,27,244	3,66,997	55,700	...
XLVII	Móyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVIII	Assam-Bengal	1st half	83,605	93,189	1,930	44,528	...
		2nd half	68,212	94,811	1,954	2,208	...
		Total	1,51,817	1,88,000	3,884	46,736	...
XLIX	Burma	1st half	1,13,821	2,48,409	91,670	1,01,824	864
		2nd half	1,14,142	2,54,904	44,802	50,834	1,908
		Total	2,27,963	5,03,313	1,36,472	1,52,658	2,772
LIII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LIV	Brahmaputra-Sultánpur	1st half	Details not furnished.				
		2nd half					
		Total					
LV	Mymensingh-Jamalpur-Jagannathganj	1st half	Details not furnished.				
		2nd half					
		Total					
LVI	Rohilkund and Kumaon (Company's section) (*a*)	1st half	18,262	25,657	25,120	10,985	2,110
		2nd half	19,750	25,933	47,649	18,048	1,363
		Total	38,012	51,590	72,769	29,033	3,473
LVIII	Bengal Dooars	1st half	3,712	5,956	2,610	—298	...
		2nd half	1,665	5,652	2,041	1,042	...
		Total	5,377	11,608	4,651	744	...
	TOTAL METRE GAUGE carried over	1st half	7,39,454	10,43,125	12,35,166	4,06,965	3,145
		2nd half	7,51,084	11,09,298	10,92,474	3,57,183	3,271
		Total(*b*)	14,90,538	21,52,423	23,27,640	7,64,148	6,416

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	*R*	*R*	*R*	*R*			
14,34,908	17,06,171	1,32,89,368	3,12,890	1,32,26,197	1st half		
14,46,238	15,33,074	1,21,19,476	3,11,886	1,20,67,940	2nd half		
28,81,146	32,39,245	2,54,08,844	6,24,776	2,52,94,137	Total		
				3,397	1st half	XXXIII	
				4,292	2nd half		
				7,689	Total		
				9,617	1st half	XXXIV	
				13,872	2nd half		
				23,489	Total		
				55,662	1st half	XXXVI	
				52,663	2nd half		
				1,08,325	Total		
				4,143	1st half	XXXVII	
				4,147	2nd half		
				8,290	Total		
14,34,908	17,06,171	1,32,89,368	3,12,890	1,32,99,016	1st half		
14,46,238	15,33,074	1,21,19,476	3,11,886	1,21,42,914	2nd half		
28,81,146	32,39,245	2,54,08,844	6,24,776	2,54,41,930	Total		
30,659	76,026	4,60,546	...	4,60,546	1st half	XXXIX	
53,681	63,943	5,63,224	...	5,63,224	2nd half		
84,340	1,39,969	10,23,770	...	10,23,770	Total		
99,225	1,33,168	15,85,454	1,39,587	14,45,867	1st half	XLI	
1,07,866	1,30,390	13,42,837	1,31,755	12,11,082	2nd half		
2,07,091	2,63,558	29,28,291	2,71,342	26,56,949	Total		
				2,567	1st half	XLII	
				2,279	2nd half		
				4,846	Total		
54,981	39,415	5,17,081	1,17,400	3,99,681	1st half	XLIII	
71,779	54,599	6,74,914	1,51,619	5,23,295	2nd half		
1,26,760	94,014	11,91,995	2,69,019	9,22,976	Total		
				25,486	1st half	XLIV	
				34,712	2nd half		
				60,198	Total		
				72,466	1st half	XLV	
				94,863	2nd half		
				1,67,329	Total		
22,643	30,355	4,77,292	53,659	4,23,633	1st half	XLVI	
31,922	34,922	5,23,619	1,58,056	3,65,563	2nd half		
54,565	64,377	10,00,911	2,11,715	7,89,196	Total		
				12,261	1st half	XLVII	
				10,347	2nd half		
				22,608	Total		
25,470	1,283	2,50,005	...	2,50,005	1st half	XLVIII	
7,836	844	1,75,865	...	1,75,865	2nd half		
33,306	2,127	4,25,870	...	4,25,870	Total		
48,710	68,498	6,73,796	...	6,73,796	1st half	XLIX	
56,359	43,484	5,66,433	...	5,66,433	2nd half		
1,05,069	1,11,982	12,40,229	...	12,40,229	Total		
...	...	4,952	...	4,952	1st half	LIII	
					2nd half		
		4,952	...	4,952	Total		
				...	1st half	LIV	
				2,350	2nd half		
				2,350	Total		
				8,326	1st half	LV	
				5,485	2nd half		
				13,811	Total		
8,954	5,504	96,592	...	96,592	1st half	LVI	
8,021	10,732	1,31,496	...	1,31,496	2nd half		
16,975	16,236	2,28,088	...	2,28,088	Total		
3,485	250	15,715	...	15,715	1st half	LVIII	
653	193	11,246	...	11,246	2nd half		
4,138	443	26,961	...	26,961	Total		
2,94,127	3,54,199	40,76,481	3,10,646	34,76,289	1st half		
3,38,117	3,38,207	39,89,634	4,41,430	33,74,828	2nd half		
6,32,244	6,92,706	80,71,067	7,52,076	68,56,069	Total (*b*)		

(*a*) Including the Lucknow-Bareilly section.

(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			R	R	R	R	R
	Metre gauge—*concld.*						
	Brought forward METRE GAUGE	1st half	7,39,454	10,43,125	12,35,166	4,06,965	3,145
		2nd half	7,51,084	11,09,298	10,92,474	3,57,183	3,271
		Total(*a*).	14,90,538	21,52,423	23,27,640	7,64,148	6,416
LIX	Dibru-Sadiya	1st half	8,707	20,913	16,521	30,184	...
		2nd half	8,714	18,585	1,017	5,350	...
		Total .	17,421	39,498	17,538	35,534	...
LX	Ledo and Tikak-Margherita Colliery	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total .	...	...	...	...	...
LXI	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total .					
LXII	Nilgiri	1st half	391	643	...	...	...
		2nd half	4,623	8,001	2,627	2,121	...
		Total .	5,014	8,644	2,627	2,121	...
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa Railway.				
		2nd half					
		Total .					
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total .					
LXVI	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total .					
LXVII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total .					
LXVIII	Birur-Shimoga	1st half					
		2nd half					
		Total .					
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1st half	5,618	29,097	1,41,033	983	...
		nd half	5,987	38,969	3,429	462	...
		Total .	11,605	68,066	1,37,604	1,445	...
	Bikaner section	1st half	740	7,746	398	...	...
		2nd half	730	9,699	111	...	...
		Total .	1,470	17,445	509	...	...
LXXIII	Udaipur-Chitor	1st half	1,564	7,807	273	1,437	...
		2nd half	1,882	9,254	20	54	...
		Total .	3,446	17,061	293	1,491	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	21,312	46,058	15,459	4,336	...
		2nd half	23,679	45,446	24,782	3,201	...
		Total .	44,991	91,504	40,241	7,537	...
LXXV	Jetalsar-Rájkot	1st half	4,244	6,656	1,486	131	...
		2nd half	3,464	6,478	2,344	184	...
		Total .	7,708	13,134	3,830	315	...
LXXVI	Jámnagar	1st half	1,922	7,440	154	209	...
		2nd half	2,527	7,530	326	218	...
		Total .	4,449	14,970	480	427	...
LXXVII	Dhrángadrá	1st half	1,324	3,253	237	367	...
		2nd half	1,866	3,135	462	30	...
		Total .	3,190	6,388	699	397	...
	Total metre gauge	1st half	7,85,276	11,72,738	14,10,727	4,44,612	3,145
		2nd half	8,04,556	12,56,395	11,20,734	3,68,803	3,271
		Total (*a*)	15,89,832	24,29,133	25,31,461	8,13,415	6,416
	Special gauges.						
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total .	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total .	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	11,324	8,379	9,552	4,526	...
		2nd half	11,772	9,247	11,905	11,033	...
		Total .	23,096	17,626	21,457	15,559	...
LXXXVII	Bársi Light (2′ 6″)	1st half	2,065	2,795	62	246	...
		2nd half	2,068	2,624	86	215	...
		Total .	4,133	5,419	148	461	...
	Total special gauges carried over	1st half	13,389	11,274	9,614	4,772	...
		2nd half	13,840	11,871	11,991	11,248	...
		Total .	27,229	23,045	21,605	16,020	...

A—continued.

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹			
2,94,127	3,54,499	40,76,481	3,10,646	34,76,289	1st half		
3,38,117	3,38,207	39,89,634	4,41,430	33,74,828	2nd half		
6,32,244	6,92,706	80,71,067	7,52,076	68,56,069	Total (*a*)		
9,352	3,097	88,774	...	88,774	1st half	LIX	(*a*) Including the Deoghur railway, for which yearly figures are shown.
8,619	1,173	43,458	...	43,458	2nd half		
17,971	4,270	1,32,232	...	1,32,232	Total		
...	...	12,781	...	12,781	1st half	LX	
...	...	8,488	...	8,488	2nd half		
...	...	21,269	...	21,269	Total		
				12,937	1st half	LXI	
				9,888	2nd half		
				22,825	Total		
...	120	1,154	...	1,154	1st half	LXII	
1,187	3,449	22,008	...	22,008	2nd half		
1,187	3,569	23,162	...	23,162	Total		
				23,733	1st half	LXIII	
				17,397	2nd half		
				41,130	Total		
				7,886	1st half	LXV	
				7,120	2nd half		
				15,006	Total		
				10,438	1st half	LXVI	
				12,428	2nd half		
				22,866	Total		
				1,124	1st half	LXVII	
				1,452	2nd half		
				2,576	Total		
				...	1st half	LXVIII	
				1,044	2nd half		
				1,044	Total		
1,933	1,370	1,80,034	...	1,80,034	1st half	LXXII	
2,711	3,817	48,517	...	48,517	2nd half		
4,644	5,187	2,28,551	...	2,28,551	Total		
88	168	9,140	...	9,140	1st half		
262	174	10,976	...	10,976	2nd half		
350	342	20,116	...	20,116	Total		
513	372	11,966	...	11,966	1st half	LXXIII	
146	224	11,580	...	11,580	2nd half		
659	596	23,546	...	23,546	Total		
9,860	6,051	1,03,076	...	1,03,076	1st half	LXXIV	
4,110	5,721	1,06,939	...	1,06,939	2nd half		
13,970	11,772	2,10,015	...	2,10,015	Total		
290	1,277	14,084	...	14,084	1st half	LXXV	
406	591	13,467	...	13,467	2nd half		
696	1,868	27,551	...	27,551	Total		
275	401	10,401	...	10,401	1st half	LXXVI	
220	623	11,444	...	11,444	2nd half		
495	1,024	21,845	...	21,845	Total		
289	203	5,673	...	5,673	1st half	LXXVII	
263	1,337	7,093	...	7,093	2nd half		
552	1,540	12,766	...	12,766	Total		
3,16,727	3,67,558	45,13,564	3,10,646	43,80,142	1st half		
3,56,041	3,55,316	42,73,604	4,41,430	40,31,539	2nd half		
6,72,768	7,22,874	87,92,120	7,52,076	84,16,633	Total (*a*)		
...	...	14,217	...	14,217	1st half	LXXXIII	
...	...	16,065	...	16,065	2nd half		
...	...	30,282	...	30,282	Total		
...	...	15,025	...	15,025	1st half	LXXXIV	
...	...	5,139	...	5,139	2nd half		
...	...	20,164	...	20,164	Total		
13,323	3,643	50,747	1,882	48,865	1st half	LXXXVI	
8,293	4,660	56,910	2,902	54,008	2nd half		
21,616	8,303	1,07,657	4,784	1,02,873	Total		
774	...	5,942	...	5,942	1st half	LXXXVII	
746	...	5,739	...	5,739	2nd half		
1,520	...	11,681	...	11,681	Total		
14,097	3,643	85,931	1,882	1,40,712	1st half		
9,039	4,660	83,853	2,902	1,26,630	2nd half		
23,136	8,303	1,69,784	4,784	2,67,342	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. [From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of Permanent-way. Wages.	Maintenance of Permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			£	£	£	£	£
	Brought forward SPECIAL GAUGES	1st half	13,389	11,174	9,614	4,772	...
		2nd half	13,840	11,871	11,991	11,248	...
		Total	27,229	23,045	21,605	16,020	...
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XC	Ránaghat-Krishnagar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCI	Tarakeshwar-Magra (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCII	Tezpur-Bálipárá (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCIV	Gwalior Light (2′ 0″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	2,983	7,806	8,597	3,130	...
		2nd half	2,324	9,091	14,331	3,058	...
		Total	5,307	16,897	22,928	6,188	...
XCVI	Rajpipla (2′ 6″)	1st half	756	2,030	678	1,133	...
		2nd half	1,118	4,082	208	815	...
		Total	1,874	6,112	886	1,948	...
XCVIII	Cooch Behar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCIX	Morvi (2′ 6″)	1st half	4,712	11,472	2,642	503	...
		2nd half	4,853	11,596	938	723	...
		Total	9,565	23,068	3,580	1,226	...
	TOTAL SPECIAL GAUGES	1st half	21,840	37,482	21,534	9,538	...
		2nd half	22,135	36,640	27,468	15,844	...
		Total	43,975	69,122	48,999	25,382	...
	TOTAL OF ALL GAUGES FOR THE YEAR	...	54,26,694	82,03,582	91,17,046	39,63,495	1,35,371

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	R	R	R	R			
14,097	3,643	85,931	1,882	1,40,712	1st half		
9,039	4,660	83,853	2,902	1,26,630	2nd half		
23,136	8,303	1,69,784	4,784	2,67,342	Total.		
...	...	19,415	...	19,415	1st half	LXXXVIII	
...	...	20,316	...	20,316	2nd half		
...	...	39,731	...	39,731	Total		
...	...	6,491	...	6,491	1st half	LXXXIX	
...	...	5,691	...	5,691	2nd half		
..	...	12,182	...	12,182	Total		
...	...	2,339	...	2,339	1st half	XC	
...	..	5,520	...	5,520	2nd half		
...	...	7,859	...	7,859	Total		
...	...	4,182	...	4,182	1st half	XCI	
...	...	4,482	...	4,482	2nd half		
...	...	8,664	...	8,664	Total		
...	...	8,336	...	8,336	1st half	XCII	
...	...	9,237	...	9,237	2nd half		
...	...	17,573	...	17,573	Total.		
...	...	...	...	...	1st half	XCIV	
...	...	4,377	...	4,377	2nd half		
...	...	4,377	...	4,377	Total.		
1,489	229	24,234	...	24,234	1st half	XCV	
1,534	315	30,653	...	30,653	2nd half		
3,023	544	54,887	...	54,887	Total.		
92	3	4,692	...	4,692	1st half	XCVI	
305	21	6,549	...	6,549	2nd half		
397	24	11,241	...	11,241	Total.		
...	...	4,168	...	4,486	1st half	XCVIII	
...	...	6,710	...	6,710	2nd half		
...	...	10,878	...	11,196	Total.		
333	1,423	21,085	28	21,057	1st half	XCIX	
984	8,791	27,885	4	27,881	2nd half		
1,317	10,214	48,970	32	48,938	Total.		
16,011	5,298	1,80,873	1,910	1,79,281	1st half		
11,862	13,787	2,05,273	2,906	2,02,367	2nd half		
27,873	19,085	3,86,146	4,816	3,81,648	Total.		
35,81,787	39,81,204	3,45,87,110	13,81,668	3,42,40,211			

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	2,65,299	9,20,372	4,15,421	44,868	1,28,245
		2nd half	2,78,114	9,45,476	4,33,569	42,228	1,42,555
		Total	5,43,413	18,65,848	8,48,990	87,096	2,70,800
II	Bengal Central	1st half	6,986	12,813	25,753	1,716	3,379
		2nd half	6,876	13,531	32,071	1,877	3,520
		Total	13,862	26,344	57,824	3,593	6,899
III	Bengal-Nágpur	1st half	74,431	1,52,440	95,850	13,127	19,045
		2nd half	75,691	1,59,030	1,12,575	16,452	21,298
		Total	1,50,122	3,11,470	2,08,425	29,579	40,343
IV	Indian Midland	1st half	54,745	1,51,791	3,08,209	17,671	31,115
		2nd half	57,659	1,39,269	2,73,128	17,970	27,807
		Total	1,12,404	2,91,060	5,81,337	35,641	58,922
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.				
	Washermenpet-Ennore Section (Bezwada-Madras).	1st half 2nd half Total	Included with the Madras railway.				
XI	North-Western State	1st half	2,55,170	6,30,804	16,01,518	71,079	1,02,316
		2nd half	2,86,219	6,19,707	16,73,290	80,980	1,00,756
		Total	5,41,389	12,50,511	32,74,808	1,52,059	2,03,072
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.				
XIII	Oudh and Rohilkhand State	1st half	62,185	83,501	2,98,163	10,592	24,284
		2nd half	62,781	80,514	2,48,730	9,922	22,871
		Total	1,24,966	1,64,015	5,46,893	20,514	47,155
XIV	Eastern Bengal State (a)	1st half	68,591	1,86,685	2,07,089	12,891	28,676
		2nd half	70,565	2,02,906	2,64,289	14,874	32,796
		Total	1,39,156	3,89,591	4,71,378	27,765	61,472
XV	Calcutta Port Commissioners'	1st half	...	5,978	5,137	...	1,188
		2nd half	...	6,632	5,714	...	1,078
		Total	...	12,610	10,851	...	2,266
XVI	East Coast State	1st half	50,948	88,468	1,23,086	9,374	18,492
		2nd half	50,448	1,00,708	1,49,495	10,728	20,021
		Total	1,01,396	1,89,176	2,72,581	20,102	38,513
XVII	Great Indian Peninsula	1st half	1,84,302	8,92,642	11,91,169	1,01,472	97,564
		2nd half	1,77,549	8,76,662	11,02,204	1,17,829	90,581
		Total	3,61,851	17,69,304	22,93,373	2,19,301	1,88,145
XVIII	Bombay, Baroda and Central India	1st half	63,264	2,29,344	6,25,831	57,675	49,005
		2nd half	63,096	2,37,585	5,89,111	43,976	51,243
		Total	1,26,360	4,66,929	12,14,942	1,01,651	1,00,248
XIX	Madras	1st half	73,017	1,75,894	4,71,965	18,006	28,032
		2nd half	72,443	1,92,379	5,03,784	22,216	32,868
		Total	1,45,460	3,68,273	9,75,749	40,222	60,900
XXII	Southern Punjab (Delhi-Samasata).	1st half 2nd half Total	Included with the North Western State railway.				
XXV	Tápti Valley	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.				
XXXI	The Nizam's Guaranteed State	1st half	28,626	50,745	58,651	8,914	9,639
		2nd half	30,343	59,114	68,599	11,054	9,494
		Total	58,969	1,09,859	1,27,250	19,968	19,133
	TOTAL STANDARD GAUGE carried over.	1st half	11,87,564	33,81,477	54,27,842	3,67,385	5,40,980
		2nd half	12,31,784	38,33,513	54,56,559	3,90,106	5,56,888
		Total	24,19,348	72,14,990	1,08,84,401	7,57,491	10,97,868

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
£	£	£	£	£	£			
8,39,727	90,382	4,59,486	31,63,800	...	31,63,800	1st half	I	
2,06,579	1,00,371	5,52,835	32,01,727	14,150	31,87,577	2nd half		
10,46,306	1,90,753	10,12,321	63,65,527	14,150	63,51,377	Total.		
13,741	1,191	979	66,558	...	66,558	1st half	II	
21,660	1,075	3,181	83,791	...	83,791	2nd half		
35,401	2,266	4,160	1,50,349	...	1,50,349	Total.		
1,11,767	11,978	90,771	5,69,409	...	5,69,409	1st half	III	
1,30,318	7,665	1,04,964	6,27,993	...	6,27,993	2nd half		
2,42,085	19,643	1,95,735	11,97,402	...	11,97,402	Total.		
1,79,127	13,158	1,38,325	8,94,143	...	8,94,143	1st half	IV	
1,80,763	10,693	75,972	7,83,261	...	7,83,261	2nd half		
3,59,890	23,851	2,14,297	16,77,402	...	16,77,402	Total.		
					1,61,642	1st half	VI	
					1,47,651	2nd half		
					3,09,293	Total.		
					10,048	1st half	IX	
					29,006	2nd half		
					39,054	Total.		
					10,545	1st half		
					...	2nd half		
					10,545	Total.		
6,51,162	82,479	4,09,650	38,04,178	2,32,368	35,71,810	1st half	XI	
11,57,153	78,015	3,08,177	43,04,297	2,23,257	40,81,040	2nd half		
18,08,315	1,60,494	7,17,827	81,08,475	4,55,625	76,52,850	Total.		
					24,813	1st half	XII	
					26,782	2nd half		
					51,595	Total.		
71,780	7,396	1,22,931	6,80,832	...	6,80,832	1st half	XIII	
85,834	20,119	51,951	5,88,722	...	5,88,722	2nd half		
1,57,614	27,515	1,74,882	12,69,554	...	12,69,554	Total.		
1,40,397	25,154	58,190	7,27,673	2,799	7,24,874	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking.
1,39,159	37,512	65,471	8,27,572	8,572	8,19,000	2nd half		
2,79,556	62,666	1,23,661	15,55,245	11,371	15,43,874	Total.		
7,797	412	...	20,512	...	20,512	1st half	XV	
8,413	224	...	22,061	...	22,061	2nd half		
16,210	636	...	42,573	...	42,573	Total.		
81,969	9,299	31,239	4,12,875	...	4,12,875	1st half	XVI	
1,08,091	8,525	38,582	4,86,598	...	4,86,598	2nd half		
1,90,060	17,824	69,821	8,99,473	...	8,99,473	Total.		
9,93,756	45,821	4,79,119	39,85,845	...	39,85,845	1st half	XVII	
9,81,618	49,568	4,45,358	38,41,369	...	38,41,369	2nd half		
19,75,374	95,389	9,24,477	78,27,214	...	78,27,214	Total.		
2,98,456	30,768	1,27,897	15,32,234	27,155	15,05,079	1st half	XVIII	
3,80,043	35,207	63,180	14,63,441	52,036	14,11,405	2nd half		
6,78,493	65,975	2,41,077	29,95,675	79,191	29,16,484	Total.		
2,12,432	5,532	55,205	10,40,083	31,158	10,08,925	1st half	XIX	
4,19,075	8,496	1,43,177	13,94,438	57,081	13,37,357	2nd half		
6,31,507	14,028	1,98,382	24,34,521	88,239	23,46,282	Total.		
					1,33,072	1st half	XXII	
					1,25,951	2nd half		
					2,59,023	Total.		
					10,426	1st half	XXV	
					31,817	2nd half		
					42,243	Total.		
48,133	3,314	21,742	2,29,764	10,048	2,19,716	1st half	XXXI	
1,05,311	4,754	24,917	3,13,586	29,006	2,84,580	2nd half		
1,53,444	8,068	46,659	5,43,350	39,054	5,04,296	Total.		
36,50,238	3,20,884	20,45,534	1,71,27,904	3,03,528	1,71,74,922	1st half		
39,24,017	3,62,224	18,77,765	1,79,38,856	3,84,102	1,79,15,961	2nd half		
75,74,255	6,89,108	39,23,299	3,50,66,760	6,87,630	3,50,90,883	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE—*concld.*		£	£	£	£	£
	Brought forward STANDARD GAUGE	1st half	11,87,564	35,81,477	54,27,842	3,67,385	5,40,980
		2nd half	12,31,784	36,33,513	54,56,559	3,90,106	5,56,888
		Total .	24,19,348	72,14,990	1,08,84,401	7,57,491	10,97,868
XXXII	Nágdá-Ujjain . . .	1st half 2nd half Total .	Included with the Bombay, Baroda and Central India railway.				
XXXIII	The Gaekwar's Petlád .	1st half 2nd half Total .					
XXXIV	Kolar Gold-fields . . .	1st half 2nd half Total .	Included with the Madras railway.				
XXXVI	Rájpura-Bhátinda . .	1st half 2nd half Total .	Included with the North-Western State railway.				
XXXVII	Jammu and Kashmir (Native State section).	1st half 2nd half Total .					
	TOTAL STANDARD GAUGE	1st half	11,87,564	35,81,477	54,27,842	3,67,385	5,40,980
		2nd half	12,31,784	36,33,513	54,56,559	3,90,106	5,56,888
	METRE GAUGE.	Total .	24,19,348	72,14,990	1,08,84,401	7,57,491	10,97,868
XXXIX	Bengal and North-Western—						
	Tirhoot section Company's section	1st half	36,082	74,587	1,39,956	10,300	16,333
		2nd half	37,838	74,957	1,32,151	10,261	15,011
		Total .	73,920	1,49,544	2,72,107	20,561	31,344
XLI	Rajputana-Malwa . .	1st half	1,63,107	3,86,495	9,34,904	46,771	43,651
		2nd half	1,60,898	4,25,248	9,30,816	51,233	40,669
		Total .	3,24,005	8,11,743	18,65,720	98,004	84,320
XLII	Pálanpur-Deesa . .	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.			...	...
XLIII	Southern Mahratta .	1st half	88,009	1,47,160	1,81,056	19,724	12,755
		2nd half	1,00,533	1,60,395	2,36,865	21,730	13,897
		Total .	1,88,542	3,07,555	4,17,921	41,454	26,652
XLIV	Guntakal-Mysore frontier .	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
XLV	Mysore section (Southern Mahratta)	1st half 2nd half Total .					
XLVI	South Indian . . .	1st half	65,471	1,65,114	3,52,577	17,271	31,144
		2nd half	65,084	1,60,501	3,48,057	17,466	29,543
		Total .	1,30,555	3,25,615	7,00,634	34,737	60,687
XLVII	Máyavaram-Mutupet .	1st half 2nd half Total .	Included with the South Indian railway.				
XLVIII	Assam-Bengal . .	1st half	20,085	25,424	44,659	5,269	4,799
		2nd half	17,261	23,979	50,565	5,046	5,897
		Total .	37,346	49,403	95,224	10,315	10,696
XLIX	Burma	1st half	88,043	2,04,600	3,61,004	25,566	29,354
		2nd half	92,563	1,93,479	3,48,552	27,810	28,311
		Total .	1,80,606	3,98,079	7,09,556	53,376	57,665
LII	Deoghur	1st half 2nd half Total .	Details not furnished.				
LIV	Brahmaputra Sultanpur. (*a*)	1st half 2nd half Total .	Included with the Eastern Bengal State railway.				
LV	Mymensingh-Jamálpur Jagannathganj (*b*).	1st half 2nd half Total .					
LVI	Rohilkund and Kumaon (Company's section) (*c*).	1st half	10,642	14,761	28,089	2,452	4,115
		2nd half	10,915	13,322	22,541	2,303	3,289
		Total .	21,557	28,083	50,630	4,755	7,404
LVII	Segowlie-Raxaul (*d*) . .	1st half 2nd half Total	Included with the Bengal and North-Western railway				
LVIII	Bengal Docars . . .	1st half	2,942	1,445	5,215	246	572
		2nd half	1,193	1,666	5,871	133	752
		Total .	4,135	3,111	11,086	379	1,324
	TOTAL METRE GAUGE carried over.	1st half	4,74,381	10,19,586	20,47,460	1,27,599	1,42,723
		2nd half	4,86,285	10,53,547	20,75,418	1,35,982	1,37,369
		Total(*e*)	9,60,666	20,73,133	41,22,878	2,63,581	2,80,092

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
₹	₹	₹	₹	₹	₹			
36,50,238	3,26,884	20,45,534	1,71,27,904	3,03,528	1,71,74,922	1st half		
39,24,017	3,62,224	18,77,765	1,79,38,856	3,84,102	1,79,15,961	2nd half		
75,74,255	6,89,108	39,23,299	3,50,66,760	6,87,630	3,50,90,883	Total.		
					11,232	1st half	XXXII	
					14,200	2nd half		
					25,432	Total.		
					5,497	1st half	XXXIII	
					6,019	2nd half		
					11,516	Total.		
					18,366	1st half	XXXIV	
					29,576	2nd half		
					47,942	Total.		
					69,323	1st half	XXXVI	
					65,376	2nd half		
					1,34,699	Total.		
					5,160	1st half	XXXVII	
					5,148	2nd half		
					10,308	Total.		
36,50,238	3,26,884	20,45,534	1,71,27,904	3,03,528	1,72,84,500	1st half		
39,24,017	3,62,224	18,77,764	1,79,38,855	3,84,103	1,80,36,278	2nd half		
75,74,255	6,89,108	39,23,298	3,50,66,759	6,87,631	3,53,20,778	Total.		
64,903	3,282	50,039	3,95,482	...	3,95,482	1st half	XXXIX	
66,194	6,648	86,788	4,29,848	...	4,29,848	2nd half		
1,31,097	9,930	1,36,827	8,25,330	...	8,25,330	Total.		
3,11,527	24,595	1,32,455	20,43,505	2,11,663	18,31,842	1st half	XLI	
4,11,865	19,947	1,94,528	22,35,204	1,96,051	20,39,153	2nd half		
7,23,392	44,542	3,26,983	42,78,709	4,07,714	38,70,995	Total.		
					3,294	1st half	XLII	
					3,662	2nd half		
					6,956	Total.		
1,73,086	26,769	82,776	7,31,335	1,65,142	5,66,193	1st half	XLIII	
1,49,562	26,692	2,08,789	9,18,463	2,06,012	7,12,451	2nd half		
3,22,648	53,461	2,91,563	16,49,798	3,71,154	12,78,644	Total.		
					36,104	1st half	XLIV	
					47,259	2nd half		
					83,363	Total.		
					1,01,219	1st half	XLV	
					1,28,223	2nd half		
					2,29,442	Total.		
2,85,303	1,925	31,853	9,50,658	40,491	9,10,167	1st half	XLVI	
1,77,731	15,017	27,858	8,41,257	35,584	8,05,673	2nd half		
4,63,034	16,942	59,711	17,91,915	76,075	17,15,840	Total.		
					26,342	1st half	XLVII	
					22,804	2nd half		
					49,146	Total.		
26,358	151	3,935	1,30,680	...	1,30,680	1st half	XLVIII	
20,965	371	6,551	1,30,635	...	1,30,635	2nd half		
47,323	522	10,486	2,61,315	...	2,61,315	Total.		
1,40,714	15,885	44,367	9,09,533	...	9,09,533	1st half	XLIX	
1,51,890	21,541	46,709	9,10,855	...	9,10,855	2nd half		
2,92,604	37,426	91,076	18,20,388	...	18,20,388	Total.		
			8,375	...	8,375	1st half	LIII	
						2nd half		
			8,375	...	8,375	Total.		
					2,114	1st half	LIV	(a) Opened for traffic from the 1st April 1899.
					3,973	2nd half		
					6,087	Total.		
					685	1st half	LV	(b) Opened for traffic from the 22nd October 1899.
					4,599	2nd half		
					5,284	Total.		
28,940	4,814	5,250	99,153	...	99,153	1st half	LVI	(c) Including the Lucknow-Bareilly section.
18,043	1,742	4,819	76,974	...	76,974	2nd half		
46,983	6,556	10,069	1,76,127		1,76,127	Total		
					...	1st half	LVII	(d) Opened for traffic from the 1st March 1899.
					306	2nd half		
					306	Total.		
2,194	180	7	12,801	...	12,801	1st half	LVIII	
2,879	313	18	12,825	...	12,825	2nd half		
5,073	493	25	25,626	...	25,626	Total.		
10,33,025	77,581	3,50,682	52,81,522	4,17,296	50,33,984	1st half		
9,99,129	92,271	5,76,060	55,56,061	4,37,647	53,29,240	2nd half		
20,32,154	1,69,852	9,26,742	1,08,37,583	8,54,943	1,03,63,224	Total(e)		(e) Including the Deoghur railway for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,74,381	10,19,586	20,47,460	1,27,599	1,42,723
		2nd half	4,86,285	10,53,547	20,75,418	1,35,982	1,37,369
		Total (*a*)	9,60,666	20,73,133	41,22,878	2,63,581	2,80,092
LIX	Dibru-Sadiya	1st half	4,589	9,522	21,462	2,461	2,097
		2nd half	5,174	9,484	18,157	2,011	2,044
		Total	9,763	19,006	39,619	4,472	4,141
LX	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway.				
		2nd half					
		Total					
LXI	Ahmedabad-Pránitij	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXII	Nilgiri (*b*)	1st half	Included with the Madras railway.				
		2nd half					
		Total					
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	Hyderabad-Godávari valley (*c*)	1st half	...	...	...	...	...
		2nd half	2,314	1,793	7,095	689	420
		Total	2,314	1,793	7,095	689	420
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXVI	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVIII	Birur-Shimoga (*d*)	1st half					
		2nd half					
		Total					
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1st half	5,598	8,442	84,695	2,885	5,966
		2nd half	6,211	9,849	87,122	5,362	5,266
		Total	11,809	18,291	1,71,817	8,247	11,232
	Bikaner section	1st half	539	803	8,107	433	571
		2nd half	556	883	7,808	798	472
		Total	1,095	1,686	15,915	1,231	1,043
LXXIII	Udaipur-Chitor	1st half	2,002	1,041	7,882	702	416
		2nd half	2,210	1,218	11,140	805	602
		Total	4,212	2,259	19,022	1,507	1,018
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	15,867	32,533	89,645	3,413	6,272
		2nd half	15,795	28,166	76,076	3,864	4,994
		Total	31,662	60,699	1,65,721	7,277	11,266
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
		2nd half					
		Total					
LXXVI	Jámnagar	1st half					
		2nd half					
		Total					
LXXVII	Dhrángadra	1st half					
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	5,02,976	10,71,927	22,59,251	1,37,493	1,58,045
		2nd half	5,18,545	11,04,940	22,82,816	1,49,511	1,51,167
		Total(*a*)	10,21,521	21,76,867	45,42,067	2,87,004	3,09,212
	SPECIAL GAUGES.						
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	3,253	15,457	26,383	370	3,465
		2nd half	3,619	14,641	19,506	389	3,075
		Total	6,872	30,098	45,889	759	6,540
LXXXVII	Bársi Light (2′ 6″) (*e*)	1st half	2,053	2,016	2,527	627	278
		2nd half	2,530	1,701	941	1,211	238
		Total	4,583	3,717	3,468	1,838	516
	TOTAL SPECIAL GAUGES carried over	1st half	5,306	17,473	28,910	997	3,743
		2nd half	6,149	16,342	20,447	1,600	3,313
		Total	11,455	33,815	49,357	2,597	7,056

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and renewal of: Locomotive engines.	Maintenance and renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*	*R*	*R*			
10,33,025	77,581	3,50,682	52,81,522	4,17,296	50,33,984	1st half		
9,99,129	92,271	5,76,060	55,56,061	4,37,647	53,29,240	2nd half		
20,32,154	1,69,852	9,26,742	1,08,37,583	8,54,943	1,03,63,224	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
12,145	2,205	...	54,481	3,788	50,693	1st half	LIX	
42,058	2,094	...	51,022	3,431	47,591	2nd half		
24,203	4,299	...	1,05,503	7,219	98,284	Total.		
					3,788	1st half	LX	
					3,431	2nd half		
					7,219	Total .		
					16,422	1st half	LXI	
					16,413	2nd half		
					32,835	Total.		
					...	1st half	LXII	(b) Opened for traffic from the 15th June 1899.
					27,505	2nd half		
					27,505	Total .		
					2,247	1st half	LXIII	
					28,326	2nd half		
					30,573	Total.		
...	...	...	...	...	...	1st half	LXIV	(c) Opened for traffic from the 21st October 1899.
1,097	6	377	13,791	...	13,791	2nd half		
1,097	6	377	13,791	...	13,791	Total .		
					30,305	1st half	LXV	
					9,814	2nd half		
					40,119	Total.		
					11,274	1st half	LXVI	
					17,230	2nd half		
					28,504	Total.		
					14,938	1st half	LXVII	
					2,027	2nd half		
					16,965	Total.		
					1,608	1st half	LXVIII	(d) Opened for traffic from the 1st December 1899.
					1,458	2nd half		
					3,066	Total .		
13,841	1,024	9,084	1,31,535	...	1,31,535	1st half	LXXII	
22,676	2,021	5,660	1,44,167	...	1,44,167	2nd half		
36,517	3,045	14,744	2,75,702	...	2,75,702	Total.		
1,315	96	875	12,739	...	12,739	1st half		
1,992	175	493	13,177	...	13,177	2nd half		
3,307	271	1,368	25,916	...	25,916	Total.		
1,754	243	...	14,040	...	14,040	1st half	LXXIII	
2,395	194	...	18,564	...	18,564	2nd half		
4,149	437	...	32,604	...	32,604	Total.		
26,722	1,987	4,248	1,80,687	43,872	1,36,815	1st half	LXXIV	
34,999	2,161	7,631	1,73,686	37,495	1,36,191	2nd half		
61,721	4,148	11,879	3,54,373	81,367	2,73,006	Total.		
					22,055	1st half	LXXV	
					19,535	2nd half		
					41,590	Total.		
					13,974	1st half	LXXVI	
					12,436	2nd half		
					26,410	Total.		
					7,843	1st half	LXXVII	
					5,524	2nd half		
					13,367	Total.		
10,88,802	83,136	3,64,853	56,75,004	4,64,956	55,04,260	1st half		
10,74,346	98,922	5,90,221	59,70,468	4,78,573	58,46,420	2nd half		
21,63,148	1,82,058	9,55,074	1,16,45,472	9,43,529	1,13,50,680	Total (a)		
...	...	...	9,178	...	9,178	1st half	LXXXIII	
...	...	...	9,472	...	9,472	2nd half		
...	...	...	18,650	...	18,650	Total.		
...	...	...	8,909	...	8,909	1st half	LXXXIV	
...	...	...	2,684	...	2,684	2nd half		
...	...	...	11,593	...	11,593	Total.		
17,834	341	8,583	75,086	1,526	74,160	1st half	LXXXVI	
17,213	335	5,716	64,494	72	64,422	2nd half		
35,047	676	14,299	1,40,180	1,598	1,38,582	Total.		
659	113	61	8,334	...	8,334	1st half	LXXXVII	
2,874	88	16	9,599	...	9,599	2nd half		
3,533	201	77	17,933	...	17,933	Total.		
18,493	454	8,644	1,02,107	1,526	1,00,581	1st half		
20,087	423	5,732	86,249	72	86,177	2nd half		
38,580	877	14,376	1,88,356	1,598	1,86,758	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
			£	£	£	£	£
	Brought forward SPECIAL GAUGES	1st half	5,306	17,473	28,916	997	3,743
		2nd half	6,149	16,342	20,447	1,600	3,313
		Total .	11,455	33,815	49,357	2,597	7,056
LXXXVIII	Howrah-Amta (2′ 6″) .	1st half	Details not furnished.				
		2nd half					
		Total .					
LXXXIX	Howrah-Sheakhalla (2′ 0″) .	1st half					
		2nd half					
		Total .					
XC	Ránaghat-Krishnagar (2′ 6″) (a) .	1st half					
		2nd half					
		Total .					
XCI	Tárakeshwar-Magra (-′ 6″) .	1st half					
		2nd half					
		Total.					
XCII	Tezpore-Bálipárá (2′ 6″) .	1st half					
		2nd half					
		Total .					
XCIV	Gwalior Light (2′ 6″) (b) .	1st half					
		2nd half					
		Total .					
XCV	The Gaekwar's Dabhoi (2′ 6″) .	1st half	456	2,831	11,647	2,475	843
		2nd half	456	2,528	8,361	2,145	1,049
		Total .	912	5,359	20,008	4,620	1,892
XCVI	Rajpipla (2′ 6″) . . .	1st half	216	514	2,291	288	372
		2nd half	216	579	2,374	337	175
		Total .	432	1,093	4,665	625	547
XCVIII	Cooch Behar (2′ 6″) . . .	1st half	Details not furnished.				
		2nd half					
		Total .					
XCIX	Morvi (2′ 6″)	1st half	3,163	4,038	25,994	576	1,152
		2nd half	3,864	3,961	23,059	702	1,144
		Total .	7,027	7,999	49,053	1,278	2,296
	TOTAL SPECIAL GAUGES.	1st half	9,141	24,856	68,842	4,336	6,110
		2nd half	10,685	23,410	54,241	4,784	5,681
		Total .	19,826	48,266	1,23,083	9,120	11,791
	TOTAL OF ALL GAUGES FOR THE YEAR	...	34,50,695	94,40,123	1,55,49,551	10,53,615	14,18,871

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and renewal of: Locomotive engines.	Maintenance and renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
₹	₹	₹	₹	₹	₹			
18,493	454	8,644	1,02,107	1,526	1,00,581	1st half		
20,087	423	5,732	86,249	72	86,177	2nd half		
38,580	877	14,376	1,88,356	1,598	1,86,758	Total.		
			16,427	...	16,427	1st half	LXXXVIII	
			14,330	...	14,330	2nd half		
			30,757	...	30,757	Total.		
			5,491	...	5,491	1st half	LXXXIX	
			5,176	...	5,176	2nd half		
			10,667	...	10,667	Total.		
			2,475	...	2,475	1st half	XC	(a) Opened for traffic from the 5th April 1899.
			4,464	...	4,464	2nd half		
			6,939	...	6,939	Total.		
			6,931	...	6,931	1st half	XCI	
			6,593	...	6,593	2nd half		
			13,524	...	13,524	Total.		
			6,981	...	6,981	1st half	XCII	
			6,769	...	6,769	2nd half		
			13,750	...	13,750	Total.		
					...	1st half	XCIV	(b) Opened for traffic from the 2nd December 1899.
						2nd half		
					1,029	Total.		
4,534	...	172	22,958	...	22,958	1st half	XCV	
6,089	...	95	20,723	...	20,723	2nd half		
10,623	...	267	43,681	...	43,681	Total.		
135	...	...	3,816	...	3,816	1st half	XCVI	
120	...	2	3,803	...	3,803	2nd half		
255	...	2	7,619	...	7,619	Total.		
			3,642	...	3,642	1st half	XCVIII	
			3,928	...	3,928	2nd half		
			7,570	...	7,570	Total.		
5,511	...	239	40,673	659	40,014	1st half	XCIX	
14,988	...	178	47,896	242	47,654	2nd half		
20,499	...	417	88,569	901	87,668	Total.		
28,673	454	9,055	2,15,501	2,185	2,09,316	1st half		
41,284	423	6,007	1,99,932	314	1,99,617	2nd half		
69,957	877	15,062	4,11,433	2,499	4,08,933	Total.		
98,07,360	8,72,043	48,93,435	4,71,23,661	16,33,658	4,70,80,393			

APPENDIX
STATISTICS OF INDIAN
DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	Standard gauge.		R	R	R	R	R
I	East Indian	1st half	62,891	2,16,021	6,75,205	9,660	71,914
		2nd half	62,071	1,80,918	5,63,390	1,660	67,768
		Total	1,24,962	3,96,939	12,38,595	11,320	1,39,682
II	Bengal Central	1st half	3,443	10,938	6,851	393	2,760
		2nd half	3,391	8,014	7,196	156	2,936
		Total	6,834	18,952	14,047	549	5,696
III	Bengal-Nágpur	1st half	16,299	27,946	55,682	2,260	35,736
		2nd half	16,202	29,888	43,000	2,243	39,933
		Total	32,501	57,834	98,682	4,503	75,669
IV	Indian Midland	1st half	21,100	84,713	71,376	4,386	30,918
		2nd half	21,740	71,587	1,00,597	3,557	27,313
		Total	42,840	1,56,300	1,71,973	7,943	58,231
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed State railway.				
		2nd half					
		Total					
...	Washermanpet-Ennúr section (Bezwada Madras).	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XI	North Western State	1st half	73,225	5,26,271	4,18,894	11,271	1,21,142
		2nd half	31,799	1,36,973	2,10,967	12,263	1,25,602
		Total	1,05,024	6,63,244	6,29,861	23,534	2,46,744
XII	Hyderabad-Shadipalli	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XIII	Oudh and Rohilkhand State	1st half	13,418	1,08,516	2,93,608	2,613	30,040
		2nd half	13,883	2,52,501	58,019	8,386	29,755
		Total	27,301	3,61,017	3,51,627	10,999	59,795
XIV	Eastern Bengal State (a)	1st half	40,605	1,32,716	1,60,181	4,409	33,699
		2nd half	40,198	1,09,214	76,134	4,288	39,581
		Total	80,803	2,41,930	2,36,315	8,697	73,280
XV	Calcutta Port Commissioners'	1st half	...	...	7,797	411	1,963
		2nd half	...	...	8,413	224	1,944
		Total	...	...	16,210	635	3,907
XVI	East Coast State	1st half	12,893	32,824	23,536	939	14,238
		2nd half	12,376	35,133	21,482	1,270	16,519
		Total	25,269	67,957	45,018	2,209	30,757
XVII	Great Indian Peninsula	1st half	56,449	1,85,251	6,10,582	17,480	1,17,676
		2nd half	53,879	2,56,467	5,45,286	19,332	1,17,420
		Total	1,10,328	4,41,718	11,55,868	36,818	2,35,096
XVIII	Bombay, Baroda and Central India	1st half	28,542	1,06,251	2,61,650	23,969	40,776
		2nd half	30,297	2,38,827	5,02,795	32,448	41,204
		Total	58,839	3,45,078	7,64,445	56,417	81,980
XIX	Madras	1st half	18,254	71,101	61,178	3,175	33,747
		2nd half	18,111	90,381	91,744	6,330	37,448
		Total	36,365	1,61,482	1,52,922	9,505	71,195
XXIII	Southern Punjab (Delhi-Samásata)	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXV	Tápti Valley	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXI	The Nizam's Guaranteed State	1st half	7,264	17,860	22,381	1,979	9,425
		2nd half	5,715	20,039	19,437	1,440	9,068
		Total	12,979	37,899	41,818	3,419	18,493
XXXII	Nágdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIII	The Gaekwar's Petlád	1st half					
		2nd half					
		Total					
	Total Standard gauge carried over	1st half	3,54,383	15,20,408	26,68,921	82,945	5,44,034
		2nd half	3,00,662	14,29,942	22,48,460	93,597	5,56,491
		Total	6,64,055	29,50,350	50,17,381	1,76,542	11,00,525

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
21,770	10,57,461	...	10,57,461	1st half	I	
18,080	8,93,887	12,683	8,81,204	2nd half		
39,850	19,51,348	12,683	19,38,665	Total.		
53	24,438	...	24,438	1st half	II	
9	21,702	...	21,702	2nd half		
62	46,140	...	46,140	Total.		
5,530	1,43,453	...	1,43,453	1st half	III	
4,987	1,36,253	...	1,36,253	2nd half		
10,517	2,79,706	...	2,79,706	Total.		
1,070	2,13,563	...	2,13,563	1st half	IV	
891	2,25,685	...	2,25,685	2nd half		
1,961	4,39,248	...	4,39,248	Total.		
			32,175	1st half	VI	
			30,793	2nd half		
			62,968	Total.		
			2,585	1st half	IX	
			5,911	2nd half		
			8,496	Total.		
			2,035	1st half	...	
			...	2nd half		
			2,035	Total.		
21,447	11,72,250	70,908	11,01,342	1st half	XI	
4,675	5,22,279	67,911	4,54,368	2nd half		
26,122	16,94,529	1,38,819	15,55,710	Total.		
			7,571	1st half	XII	
			7,877	2nd half		
			15,448	Total.		
2,192	4,50,387	...	4,50,387	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking.
998	3,63,542	...	3,63,542	2nd half		
3,190	8,13,929	...	8,13,929	Total.		
4,049	3,75,659	979	3,74,680	1st half	XIV	
3,039	2,72,454	2,654	2,69,800	2nd half		
7,088	6,48,113	3,633	6,44,480	Total.		
...	10,171	...	10,171	1st half	XV	
...	10,581	...	10,581	2nd half		
...	20,752	...	20,752	Total.		
4,535	89,085	...	89,085	1st half	XVI	
1,574	88,354	...	88,354	2nd half		
6,229	1,77,439	...	1,77,439	Total.		
2,14,533	12,01,971	11,900	11,90,071	1st half	XVII	
1,90,281	11,82,665	1,000	11,81,665	2nd half		
4,04,814	23,84,636	12,900	23,71,736	Total.		
71,958	5,33,146	9,162	5,23,984	1st half	XVIII	
2,831	8,48,402	28,366	8,20,036	2nd half		
74,789	13,81,548	37,528	13,44,020	Total.		
13,027	2,00,482	6,938	1,93,544	1st half	XIX	
18,583	2,62,597	7,580	2,55,017	2nd half		
31,610	4,63,079	14,518	4,48,561	Total.		
			40,608	1st half	XXIII	
			38,485	2nd half		
			79,093	Total.		
			3,480	1st half	XXV	
			17,363	2nd half		
			20,843	Total.		
47	58,956	2,585	56,371	1st half	XXXI	
14	55,713	5,911	49,802	2nd half		
61	1,14,669	8,496	1,06,173	Total.		
			3,749	1st half	XXXII	
			7,749	2nd half		
			11,498	Total.		
			1,933	1st half	XXXIII	
			3,254	2nd half		
			5,187	Total.		
3,60,331	55,31,022	1,02,472	55,22,686	1st half		
2,45,962	48,84,114	1,26,105	48,69,441	2nd half		
6,06,293	1,04,15,136	2,28,577	1,03,92,127	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			R	R	R	R	R
	Standard gauge—*concld.*						
	Brought forward Standard gauge	1st half	3,54,383	15,20,408	26,68,921	82,945	5,44,034
		2nd half	3,09,662	14,29,942	22,48,460	93,597	5,56,491
		Total	6,64,055	29,50,350	49,17,381	1,76,542	11,00,525
XXXIV	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway.				
XXXVI	Rájpura-Bhátinda	1st half 2nd half Total	Included with the North Western State railway.				
XXXVII	Jammu and Kashmir (Native state section).	1st half 2nd half Total					
	Total Standard gauge	1st half	3,54,383	15,20,408	26,68,921	82,945	5,44,034
		2nd half	3,09,662	14,29,942	22,48,460	93,597	5,56,491
		Total	6,64,055	29,50,350	49,17,381	1,76,542	11,00,525
	Metre gauge.						
XXXIX	Bengal and North-Western—						
	Tirhoot section Company's section	1st half	13,354	24,248	39,217	642	19,953
		2nd half	13,582	25,788	30,469	602	22,015
		Total	26,936	50,036	69,686	1,244	41,968
XLI	Rajputana-Malwa	1st half	44,216	1,62,362	2,01,619	2,744	70,427
		2nd half	43,464	1,78,427	2,21,688	4,336	56,396
		Total	87,680	3,40,789	4,23,307	7,080	1,26,843
XLII	Pálanpur-Deesa	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
XLIII	Southern Mahratta	1st half	26,512	87,095	1,13,661	4,173	18,294
		2nd half	29,613	81,843	1,00,602	3,648	17,221
		Total	56,125	1,68,938	2,14,263	7,821	35,515
XLIV	Guntakal-Mysore frontier	1st half 2nd half Total	Included with the Southern Mahratta railway.				
XLV	Mysore section (Southern Mahratta)	1st half 2nd half Total					
XLVI	South Indian	1st half	21,752	1,00,950	91,676	738	26,101
		2nd half	21,651	1,01,154	1,03,925	3,598	25,957
		Total	43,403	2,02,104	1,95,601	4,336	52,058
XLVII	Máyavaram-Mutupet	1st half 2nd half Total	Included with the South Indian railway.				
XLVIII	Assam-Bengal	1st half	2,843	10,901	9,294	190	4,336
		2nd half	5,726	8,926	6,043	62	3,626
		Total	8,569	19,827	15,337	252	7,962
XLIX	Burma	1st half	25,390	51,766	72,718	3,491	29,348
		2nd half	26,794	65,863	98,991	5,296	27,897
		Total	52,184	1,17,629	1,71,709	8,787	57,245
LIII	Deoghur	1st half 2nd half Total	Details not furnished.				
LIV	Brahmaputra-Sultanpur (*a*)	1st half 2nd half Total	Included with the Eastern Bengal State railway.				
LV	Mymensingh-Jamálpur-Jagannathganj (*b*)	1st half 2nd half Total					
	Total Metre gauge carried over	1st half	1,34,067	4,37,322	5,28,185	11,978	1,68,479
		2nd half	1,40,830	4,62,001	5,61,718	17,542	1,53,112
		Total (*b*)	2,74,897	8,99,323	10,89,903	29,520	3,21,591

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	*R*	*R*	*R*			
3,60,331	55,31,022	1,02,472	55,22,686	1st half		
2,45,962	48,84,114	1,26,105	48,69,441	2nd half		
6,06,293	1,04,15,136	2,28,577	1,03,92,127	Total.		
			3,540	1st half	XXXIV	
			5,570	2nd half		
			9,110	Total.		
			21,154	1st half	XXXVI	
			19,976	2nd half		
			41,130	Total.		
			1,574	1st half	XXXVII	
			1,573	2nd half		
			3,147	Total.		
3,60,331	55,31,022	1,02,472	55,48,954	1st half		
2,45,962	48,84,114	1,26,105	48,96,560	2nd half		
6,06,293	1,04,15,136	2,28,577	1,04,45,514	Total.		
1,105	98,519	...	98,519	1st half	XXXIX	
1,576	94,032	...	94,032	2nd half		
2,681	1,92,551	...	1,92,551	Total.		
5,183	4,86,571	44,367	4,42,204	1st half	XLI	
5,628	5,09,939	41,951	4,67,988	2nd half		
10,811	9,96,510	86,318	9,10,192	Total.		
			811	1st half	XLII	
			847	2nd half		
			1,658	Total.		
1,512	2,51,247	56,733	1,94,514	1st half	XLIII	
—2,391	2,30,536	51,709	1,78,827	2nd half		
—779	4,81,783	1,08,442	3,73,341	Total.		
			12,403	1st half	XLIV	
			11,862	2nd half		
			24,265	Total.		
			34,773	1st half	XLV	
			32,184	2nd half		
			66,957	Total.		
1,311	2,42,528	13,960	2,28,568	1st half	XLVI	
1,027	2,57,312	15,191	2,42,121	2nd half		
2,338	4,99,840	29,151	4,70,689	Total.		
			6,615	1st half	XLVII	
			6,853	2nd half		
			13,468	Total.		
89	27,653	...	27,653	1st half	XLVIII	
—281	24,102	...	24,102	2nd half		
—192	51,755	...	51,755	Total.		
4,110	1,86,823	...	1,86,823	1st half	XLIX	
3,802	2,28,643	...	2,28,643	2nd half		
7,912	4,15,466	...	4,15,466	Total.		
	5,102	...	5,102	1st half	LIII	
				2nd half		
	5,102	...	5,102	Total.		
			855	1st half	LIV	(*a*) Opened for traffic from the 1st April 1899.
			1,175	2nd half		
			2,030	Total.		
			124	1st half	LV	
			1,479	2nd half		
			1,603	Total.		
13,310	12,98,443	1,15,060	12,38,964	1st half		
9,361	13,44,564	1,08,851	12,90,113	2nd half		
22,671	26,43,007	2,23,911	25,29,077	Total (*b*)		(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			£	£	£	£	£
	Metre gauge—*concld.*						
	Brought forward Metre gauge	1st half	1,34,067	4,37,322	5,28,185	11,978	1,68,479
		2nd half	1,40,830	4,62,001	5,61,718	17,542	1,53,112
		Total (*a*)	2,74,897	8,99,323	10,89,903	29,520	3,21,591
LVI	Rohilkund and Kumaon (Company's section). (*b*)	1st half	4,693	9,910	11,524	3,294	4,502
		2nd half	4,840	6,728	10,228	987	4,572
		Total .	9,533	16,638	21,752	4,281	9,074
LVII	Segowlie-Raxaul (*c*)	1st half 2nd half Total .	Included with the Bengal and North Western railway.				
LVIII	Bengal Dooars	1st half	1,441	363	1,020	11	625
		2nd half	585	1,752	365	5	423
		Total .	2,026	2,115	1,385	16	1,048
LIX	Dibru-Sadiya	1st half	2,691	3,315	14,848	1,122	3,035
		2nd half	3,024	3,430	13,551	1,162	3,217
		Total .	5,715	6,745	28,399	2,284	6,252
LX	Ledo and Tikak-Margherita Colliery	1st half 2ndhalf Total .	Included with the Dibru-Sadiya railway.				
LXI	Ahmedabad-Parántij	1st half 2nd half Total. .	Included with the Rajputana-Malwa railway.				
LXII	Nilgiri (*d*)	1st half 2nd half Total.	Included with the Madras railway.				
LXIII	The Gaekwar's Mehsána	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				
LXIV	Hyderabad-Gódavari Valley (*e*)	1st half	...	...	...	...	...
		2nd half	83	...	8	...	646
		Total.	83	...	8	...	646
LXV	Kolhápur	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
LXVI	Yesvantpur-Mysore frontier	1st half 2nd half Total .					
LXVII	Mysore-Nanjangúd	1st half 2nd half Total .					
LXVIII	Birur-Shimoga (*f*)	1st half 2nd half Total.					
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	1,888	6,249	4,182	359	2,627
		2nd half	1,843	6,827	5,308	390	2,191
		Total .	3,731	13,076	9,490	749	4,818
...	Bikaner section	1st half	178	590	408	35	271
		2nd half	159	602	473	33	198
		Total .	337	1,192	881	68	469
LXXIII	Udaipur-Chitor	1st half	450	4,763	139	26	415
		2nd half	450	3,023	961	54	406
		Total .	900	7,786	1,100	80	821
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	5,289	10,275	8,709	994	3,240
		2nd half	5,265	12,610	14,675	1,080	3,659
		Total .	10,554	22,885	23,384	2,074	6,899
LXXV	Jetalsar-Rájkot	1st half 2nd half Total .	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXVI	Jámnagar	1st half 2nd half Total .					
LXXVII	Dhrángadra	1st half 2nd half Total .					
	Total Metre gauge	1st half	1,50,697	4,72,787	5,69,015	17,819	1,83,194
		2nd half	1,57,079	4,96,973	6,07,287	21,253	1,68,424
		Total (*a*)	3,07,776	9,69,760	11,76,302	39,072	3,51,618

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
13,310	12,98,443	1,15,060	12,38,964	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
9,361	13,44,564	1,08,851	12,90,113	2nd half		
22,671	26,43,007	2,23,911	25,29,077	Total (a)		(b) Including the Lucknow-Bareilly section.
548	34,471	...	34,471	1st half	LVI	
295	27,650	...	27,650	2nd half		(c) Opened for traffic from the 1st March 1899.
843	62,121	...	62,121	Total.		
			...	1st half	LVII	
			210	2nd half		
			210	Total.		
1	3,461	...	3,461	1st half	LVIII	
9	3,139	...	3,139	2nd half		
10	6,600	...	6,600	Total.		
...	25,011	1,739	23,272	1st half	LIX	
...	24,384	1,638	22,746	2nd half		
...	49,395	3,377	46,018	Total.		
			1,739	1st half	LX	
			1,638	2nd half		
			3,377	Total.		
			3,977	1st half	LXI	
			3,775	2nd half		
			7,752	Total.		
			163	1st half	LXII	(d) Opened for traffic from the 11th June 1899.
			2,010	2nd half		
			2,173	Total		
			7,404	1st half	LXIII	
			6,536	2nd half		
			13,940	Total.		
...	...	...	...	1st half	LXIV	(e) Opened for traffic from the 21st October 1899.
...	737	...	737	2nd half		
...	737	...	737	Total.		
			3,873	1st half	LXV	
			2,463	2nd half		
			6,336	Total.		
			5,132	1st half	LXVI	
			4,325	2nd half		
			9,457	Total.		
			552	1st half	LXVII	
			509	2nd half		
			1,061	Total.		
			...	1st half	LXVIII	(f) Opened for traffic from the 1st December 1899.
			366	2nd half		
			366	Total.		
67	15,372	...	15,372	1st half	LXXII	
122	16,681	...	16,681	2nd half		
189	32,053	...	32,053	Total.		
6	1,488	...	1,488	1st half	...	
5	1,470	...	1,470	2nd half		
11	2,958	...	2,958	Total.		
...	5,793	...	5,793	1st half	LXXIII	
...	4,894	...	4,894	2nd half		
...	10,687	...	10,687	Total.		
18	28,525	2,925	25,600	1st half	LXXIV	
481	37,770	2,963	34,807	2nd half		
499	66,295	5,888	60,407	Total.		
			1,472	1st half	LXXV	
			1,544	2nd half		
			3,016	Total.		
			933	1st half	LXXVI	
			983	2nd half		
			1,916	Total.		
			520	1st half	LXXVII	
			436	2nd half		
			956	Total.		
13,950	14,12,564	1,19,724	13,74,186	1st half	...	
10,273	14,61,289	1,13,446	14,27,032	2nd half		
24,223	28,73,853	2,33,170	28,01,218	Total (a)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			₹	₹	₹	₹	₹
	Special gauges.						
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	2,800	4,204	7,713	90	1,946
		2nd half	2,865	7,136	23,141	120	1,638
		Total	5,665	11,340	30,854	210	3,584
LXXXVII	Barsi Light (2′ 6″)	1st half	1,027	508	103	45	401
		2nd half	1,265	788	559	112	407
		Total	2,292	1,296	662	157	808
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half					
		2nd half					
		Total					
XC	Ránaghat-Krishnagar (2′ 6″) (a)	1st half					
		2nd half					
		Total					
XCI	Tárakeshwar-Magra (2′ 6″)	1st half					
		2nd half					
		Total					
XCII	Tezpore-Bálipárá (2′ 6″)	1st half					
		2nd half					
		Total					
XCIV	Gwalior Light (2′ 0″) (b)	1st half					
		2nd half					
		Total					
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	152	2,291	9,271	...	1,927
		2nd half	152	928	6,341	...	2,071
		Total	304	3,219	15,612	...	3,998
XCVI	Rajpipla (2′ 6″)	1st half	72	13	87	...	336
		2nd half	72	25	102	...	515
		Total	144	38	189	...	851
XCVIII	Cooch Behar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total					
XCIX	Morvi (2′ 6″)	1st half	1,987	2,918	1,457	...	1,013
		2nd half	2,174	5,475	1,202	...	1,336
		Total	4,161	8,393	2,659	...	2,349
	Total Special gauges	1st half	6,038	9,934	18,631	135	5,323
		2nd half	6,528	14,352	31,600	232	5,967
		Total	12,566	24,286	50,231	367	11,290
	Total of all gauges for the year	...	9,84,397	39,44,396	61,43,914	2,15,981	14,63,433

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
£	£	£	£			
...	13,975	...	13,975	1st half	LXXXIII	
...	7,668	...	7,668	2nd half		
...	21,643	...	21,643	Total.		
...	2,118	...	2,118	1st half	LXXXIV	
...	2,138	...	2,138	2nd half		
...	4,256	...	4,256	Total.		
...	16,753	512	16,241	1st half	LXXXVI	
...	34,900	72	34,828	2nd half		
...	51,653	584	51,069	Total.		
...	2,084	...	2,084	1st half	LXXXVII	
...	3,131	...	3,131	2nd half		
...	5,215	...	5,215	Total.		
	4,036	...	4,036	1st half	LXXXVIII	
	5,608	...	5,608	2nd half		
	9,644	...	9,644	Total.		
	1,538	...	1,538	1st half	LXXXIX	
	1,589	...	1,589	2nd half		
	3,127	...	3,127	Total.		
	608	...	608	1st half	XC	(*a*) Opened for traffic from the 5th April 1899.
	1,491	...	1,491	2nd half		
	2,099	...	2,099	Total.		
	1,755	...	1,755	1st half	XCI	
	1,841	...	1,841	2nd half		
	3,596	...	3,596	Total.		
	3,610	...	3,610	1st half	XCII	
	4,000	...	4,000	2nd half		
	7,610	...	7,610	Total.		
	...	...	...	1st half	XCIV	(*b*) Opened for traffic from the 2nd December 1899.
	...	...	1,029(*c*)	2nd half		(*c*) Including locomotive expenses, as the figures cannot be separated.
	...	...	1,029	Total.		
2	13,343	...	13,343	1st half	XCV	
...	9,492	...	9,492	2nd half		
2	22,835	...	22,835	Total.		
...	508	...	508	1st half	XCVI	
...	714	...	714	2nd half		
...	1,222	...	1,222	Total.		
...	1,111	...	1,111	1st half	XCVIII	
...	1,819	...	1,819	2nd half		
...	2,930	...	2,930	Total.		
81	7,456	321	7,135	1st half	XCIX	
—*81*	10,106	94	10,012	2nd half		
...	17,562	415	17,147	Total.		
83	68,895	833	68,062	1st half		
—*81*	84,497	166	85,360	2nd half		
2	1,53,392	999	1,53,422	Total.		
6,30,518	1,34,42,381	4,62,746	1,34,09,154			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian	1st half	2,49,662	10,37,806	4,31,345	1,92,619	15,270	79,825	6,871
		2nd half	2,71,120	10,29,440	4,52,567	1,85,279	21,616	94,280	5,475
		Total	5,20,782	20,67,246	8,84,912	3,77,898	36,886	1,74,105	12,346
II	Bengal Central	1st half	8,841	28,644	7,620	6,039	1,054	5,761	...
		2nd half	9,390	35,640	7,447	6,076	762	7,988	...
		Total	18,231	64,284	15,067	12,115	1,816	13,749	...
III	Bengal-Nágpur	1st half	70,745	1,49,739	43,330	38,181	4,440	30,454	337
		2nd half	73,417	1,50,090	46,976	31,976	2,967	24,864	786
		Total	1,44,162	2,99,829	90,306	70,157	7,407	55,498	1,123
IV	Indian Midland	1st half	50,936	1,14,747	41,859	40,692	1,804	18,095	148
		2nd half	50,714	1,19,747	40,373	35,119	1,171	20,430	167
		Total	1,01,650	2,34,494	82,232	75,811	2,975	38,525	315
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.						
	Washermenpet-Ennur section (Bezawada-Madras).	1st half 2nd half Total	Included with the Madras railway. Amalgamated with the East Coast State railway.						
XI	North Western State	1st half	2,08,850	7,93,797	2,58,431	1,52,742	10,645	77,495	...
		2nd half	2,09,016	7,93,069	2,48,461	1,47,694	32,077	86,872	...
		Total	4,17,872	15,86,866	5,06,892	3,00,436	42,722	1,64,367	...
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.						
XIII	Oudh and Rohilkhand State	1st half	65,387	2,21,644	67,596	49,631	8,265	23,003	880
		2nd half	74,598	2,20,103	65,592	46,942	5,601	26,784	886
		Total	1,39,985	4,41,747	1,33,188	96,573	13,806	49,787	1,766
XIV	Eastern Bengal State (*a*)	1st half	1,23,619	4,23,518	83,499	68,182	6,117	37,792	5,055
		2nd half	1,26,876	5,50,999	95,136	70,764	6,217	34,078	5,396
		Total	2,50,495	9,74,517	1,78,635	1,38,946	12,334	71,870	10,451
XV	Calcutta Port Commissioners'	1st half	11,499	56,262	5,513	1,131	925	1,741	...
		2nd half	14,863	22,950	6,050	1,478	460	5,119	...
		Total	26,362	79,212	11,563	2,609	1,385	6,860	...
XVI	East Coast State	1st half	47,176	1,09,113	30,545	23,591	8,212	22,874	562
		2nd half	55,234	1,15,922	33,872	25,982	9,448	26,517	2,682
		Total	1,02,410	2,25,035	64,417	49,573	17,660	49,391	3,244
XVII	Great Indian Peninsula	1st half	1,47,271	6,99,311	4,38,200	1,59,734	11,936	55,232	5,813
		2nd half	1,44,542	6,93,195	4,11,520	1,51,606	7,270	68,676	5,111
		Total	2,91,813	13,92,506	8,49,720	3,11,340	19,206	1,23,908	10,924
XVIII	Bombay, Baroda and Central India.	1st half	54,745	2,74,202	52,331	78,356	7,795	33,177	...
		2nd half	52,354	2,83,039	53,446	76,609	10,883	34,300	...
		Total	1,07,099	5,57,241	1,05,777	1,54,965	18,678	67,477	...
XIX	Madras	1st half	75,720	1,97,068	60,065	36,594	6,913	37,963	1,579
		2nd half	73,338	2,04,464	61,018	38,330	5,734	39,006	2,290
		Total	1,49,058	4,01,532	1,21,083	74,924	12,647	76,969	3,869
XXIII	Southern Punjab (Delhi-Samásata).	1st half 2nd half Total	Included with the North Western State railway.						
XXV	Tápti Valley	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXXI	The Nizam's Guaranteed state	1st half	24,131	56,088	23,392	12,443	1,642	7,655	...
		2nd half	23,190	56,879	23,420	12,293	1,395	10,817	...
		Total	47,321	1,12,967	46,812	24,736	3,037	18,472	...
XXXII	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXXIII	The Gaekwar's Petlád	1st half 2nd half Total							
	TOTAL STANDARD GAUGE carried over.	1st half	11,38,588	41,61,939	15,43,720	8,59,935	84,958	4,31,067	21,245
		2nd half	11,78,652	42,75,537	15,45,878	8,30,148	1,05,601	4,79,731	22,793
		Total	23,17,240	84,37,476	30,89,598	16,90,083	1,90,559	9,10,798	44,038

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAFFIC EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
₹	₹	₹	₹	₹	₹			
16,898	21,596	3,726	20,55,618	947	20,54,671	1st half		
10,894	23,366	4,348	20,98,385	...	20,98,385	2nd half	I	
27,792	44,962	8,074	41,54,003	947	41,53,056	Total.		
233	2,655	38	60,885	...	60,885	1st half		
—301	3,006	6	70,014	...	70,014	2nd half	II	
—78	5,661	44	1,30,899	...	1,30,899	Total.		
17	25,455	2,923	3,65,621	...	3,65,621	1st half		
21	28,319	1,479	3,60,895	...	3,60,895	2nd half	III	
38	53,774	4,402	7,26,516	...	7,26,516	Total.		
1,800	30,286	278	3,00,645	...	3,00,645	1st half		
1,916	34,370	262	3,04,269	...	3,04,269	2nd half	IV	
3,716	64,656	540	6,04,914	...	6,04,914	Total.		
					45,741	1st half		
					41,694	2nd half	VI	
					87,435	Total.		
					5,986	1st half		
					13,944	2nd half		
					19,930	Total.	IX	
					4,385	1st half		
					...	2nd half		
					4,385	Total.		
3,681	30,684	11,256	15,47,585	90,870	14,56,715	1st half	XI	
1,463	23,147	12,525	15,54,324	86,910	14,67,414	2nd half		
5,144	53,831	23,781	31,01,909	1,77,780	29,24,129	Total.		
					9,701	1st half		
					10,503	2nd half	XII	
					20,204	Total.		
239	13,892	1,689	4,52,166	...	4,52,166	1st half		
222	18,425	1,389	4,60,542	...	4,60,542	2nd half	XIII	
461	32,317	3,078	9,12,708	...	9,12,708	Total.		
2,662	1,706	11,259	7,63,409	3,994	7,59,415	1st half		
4,036	1,655	21,844	9,17,001	7,580	9,09,421	2nd half	XIV	
6,698	3,361	33,103	16,80,410	11,574	16,68,836	Total.		Including the metre and special gauge sections of the undertaking.
...	...	...	77,071	...	77,071	1st half		
...	...	...	50,920	...	50,920	2nd half	XV	
...	...	...	1,27,991	...	1,27,991	Total.		
...	6,344	982	2,49,399	...	2,49,399	1st half		
181	7,197	899	2,77,934	...	2,77,934	2nd half	XVI	
181	13,540	1,881	5,27,333	...	5,27,333	Total.		
5,858	20,712	18,957	15,63,024	...	15,63,024	1st half		
4,138	16,989	9,803	15,12,850	...	15,12,850	2nd half	XVII	
9,996	37,701	28,760	30,75,874	...	30,75,874	Total.		
1,580	18,073	7,221	5,27,480	9,262	5,18,218	1st half		
1,847	18,475	690	5,31,643	18,544	5,13,099	2nd half	XVIII	
3,427	36,548	7,911	10,59,123	27,806	10,31,317	Total.		
3,253	8,183	4,798	4,32,136	12,807	4,19,329	1st half		
3,591	5,155	6,572	4,39,498	13,133	4,26,365	2nd half	XIX	
6,844	13,338	11,370	8,71,634	25,940	8,45,694	Total.		
					52,041	1st half		
					48,981	2nd half	XXIII	
					1,01,022	Total.		
					3,528	1st half		
					11,323	2nd half	XXV	
					14,851	Total.		
837	10,670	37	1,36,895	5,986	1,30,910	1st half		
791	8,663	71	1,37,519	13,944	1,23,575	2nd half	XXXI	
1,628	19,333	108	2,74,414	19,930	2,54,485	Total.		
					3,801	1st half		
					5,053	2nd half	XXXII	
					8,854	Total.		
					1,933	1st half		
					2,168	2nd half	XXXIII	
					4,101	Total.		
37,058	1,90,256	63,164	85,31,934	1,23,866	85,35,185	1st half		
28,799	1,88,767	59,888	87,15,794	1,40,111	87,09,349	2nd half		
65,857	3,79,023	1,23,052	1,72,47,728	2,63,977	1,72,44,534	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	11,38,588	41,61,939	15,43,720	8,59,935	84,958	4,31,067	21,245
		2nd half	11,78,652	42,75,537	15,45,878	8,30,148	1,05,601	4,79,731	22,793
		Total	23,17,240	84,37,476	30,89,598	16,90,083	1,90,559	9,10,798	44,038
XXXIV	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway.						
XXXVI	Rájpura-Bhátinda	1st half 2nd half Total	Included with the North Western State railway.						
XXXVII	Jammu and Kashmir (Native state section)	1st half 2nd half Total							
	TOTAL STANDARD GAUGE	1st half	11,38,588	41,61,939	15,43,720	8,59,935	84,958	4,31,067	21,245
		2nd half	11,78,652	42,75,537	15,45,878	8,30,148	1,05,601	4,79,731	22,793
		Total	23,17,240	84,37,476	30,89,598	16,90,083	1,90,559	9,10,798	44,038
	METRE GAUGE.								
XXXIX	Bengal and North-Western—Tirhoot section / Company's section	1st half	50,113	1,09,024	40,402	28,079	3,275	16,616	9,299
		2nd half	53,157	1,20,893	41,215	29,506	2,460	20,482	15,052
		Total	1,03,270	2,29,287	81,617	57,585	5,735	37,098	24,351
XLI	Rajputana-Malwa	1st half	1,32,868	3,88,789	1,26,349	95,353	13,002	49,857	—2
		2nd half	1,43,316	4,12,329	1,34,654	82,385	12,413	51,305	—109
		Total	2,76,184	8,01,118	2,61,003	1,77,738	25,415	1,01,162	—111
XLII	Pálanpur-Deesa	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
XLIII	Southern Mahratta	1st half	76,564	1,63,836	56,807	49,924	7,033	24,282	...
		2nd half	84,124	1,66,614	64,873	54,849	9,542	30,090	...
		Total	1,60,688	3,30,450	1,21,680	1,04,773	16,575	54,372	...
XLIV	Guntakal-Mysore frontier	1st half 2nd half Total	Included with the Southern Mahratta railway.						
XLV	Mysore section (Southern Mahratta).	1st half 2nd half Total							
XLVI	South Indian	1st half	56,729	1,81,488	43,284	47,479	3,518	57,461	...
		2nd half	58,098	1,82,191	44,575	41,910	1	50,495	34
		Total	1,14,827	3,63,679	87,859	89,389	3,519	1,07,956	34
XLVII	Máyavaram-Mutupet	1st half 2nd half Total	Included with the South Indian railway.						
XLVIII	Assam-Bengal	1st half	23,182	47,005	11,744	10,121	3,576	5,870	7
		2nd half	21,358	48,508	11,170	12,245	403	11,789	—1
		Total	44,540	95,513	22,914	22,366	3,979	17,659	6
XLIX	Burma	1st half	62,381	2,46,839	68,046	48,764	5,692	34,842	...
		2nd half	61,637	2,34,293	58,912	48,601	3,947	30,798	...
		Total	1,24,018	4,81,132	1,26,958	97,365	9,639	65,640	...
LIII	Deoghur	1st half 2nd half Total	Details not furnished.						
LIV	Brahmaputra-Sultanpur (*a*)	1st half 2nd half Total.	Included with the Eastern Bengal State railway.						
LV	Mymensingh-Jamálpur-Jagannathganj	1st half 2nd half Total							
	TOTAL METRE GAUGE carried over	1st half	4,01,837	11,36,981	3,46,632	2,79,720	36,096	1,88,928	9,304
		2nd half	4,21,690	11,64,738	3,55,399	2,69,496	28,766	1,94,959	14,976
		Total (*a*)	8,23,527	23,01,719	7,02,031	*5,49,216	64,862	3,83,887	24,280

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	*R*	*R*	*R*	*R*	*R*			
37,058	1,90,256	63,164	85,31,934	1,23,866	85,35,185	1st half		
28,799	1,88,767	59,888	87,15,794	1,40,111	87,09,349	2nd half		
65,857	3,79,023	1,23,052	1,72,47,728	2,63,977	1,72,44,534	Total.		
					7,641	1st half	XXXIV	
					9,322	2nd half	XXXIV	
					16,963	Total.		
					27,111	1st half	XXXVI	
					25,424	2nd half	XXXVI	
					52,535	Total.		
					2,018	1st half	XXXVII	
					2,002	2nd half	XXXVII	
					4,020	Total.		
37,058	1,90,256	63,164	85,31,934	1,23,866	85,71,955	1st half		
28,799	1,88,767	59,888	87,15,794	1,40,111	87,46,097	2nd half		
65,857	3,79,023	1,23,052	1,72,47,728	2,63,977	1,73,18,052	Total.		
1,448	298	4,646	2,63,200	...	2,63,200	1st half	XXXIX	
3,769	3,167	7,581	2,97,192	...	2,97,192	2nd half	XXXIX	
5,217	3,465	12,227	5,60,392	...	5,60,392	Total.		
3,343	32,208	1,665	8,43,432	67,123	7,76,308	1st half	XLI	
5,032	37,553	1,152	8,80,030	61,222	8,18,808	2nd half	XLI	
8,375	69,761	2,817	17,23,462	1,28,345	15,95,116	Total.		
					1,421	1st half	XLII	
					1,482	2nd half	XLII	
					2,903	Total.		
3,955	22,228	193	4,04,782	91,403	3,13,379	1st half	XLIII	
3,587	23,105	1,547	4,38,331	98,318	3,40,013	2nd half	XLIII	
7,502	45,333	1,740	8,43,113	1,89,721	6,53,932	Total.		
					19,983	1st half	XLIV	
					22,554	2nd half	XLIV	
					42,537	Total.		
					56,023	1st half	XLV	
					61,194	2nd half	XLV	
					1,17,217	Total.		
1,417	8,120	2	3,99,498	14,666	3,84,833	1st half	XLVI	
1,165	8,089	4	3,86,562	14,711	3,71,851	2nd half	XLVI	
2,582	16,209	6	7,86,060	29,377	7,56,684	Total.		
					11,138	1st half	XLVII	
					10,525	2nd half	XLVII	
					21,663	Total.		
47	...	64	1,01,616	...	1,01,616	1st half	XLVIII	
489	...	43	1,06,004	...	1,06,004	2nd half	XLVIII	
536	...	107	2,07,620	...	2,07,620	Total.		
2,045	...	1,659	4,70,268	...	4,70,268	1st half	XLIX	
2,121	...	3,301	4,43,610	...	4,43,610	2nd half	XLIX	
4,166	...	4,960	9,13,878	...	9,13,878	Total.		
			5,425	...	5,425	1st half	LIII	
						2nd half	LIII	
			5,425	...	5,425	Total.		
					952	1st half	LIV	
					3,227	2nd half	LIV	
					4,179	Total.		
					3,042	1st half	LV	
					4,353	2nd half	LV	
					7,395	Total.		
12,215	62,854	8,229	24,82,796	1,73,192	24,02,163	1st half		
16,163	71,914	13,628	25,51,729	1,74,251	24,80,813	2nd half		
28,378	1,34,768	21,857	50,39,950	3,47,443	48,88,401	Total (a)		

(a) Opened for traffic from the 1st April 1899.

(a) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,01,837	11,36,981	3,46,632	2,79,720	36,096	1,88,928	9,304
		2nd half	4,21,690	11,64,738	3,55,399	2,69,496	28,766	1,94,959	14,976
		Total (*a*)	8,23,527	23,01,719	7,02,031	5,49,216	64,862	3,83,887	24,280
LVI	Rohilkund and Kumaon (Company's section) (*b*)	1st half	12,547	26,054	6,589	6,105	562	5,179	...
		2nd half	14,390	25,899	6,681	6,870	700	4,024	...
		Total	26,937	51,953	13,270	12,975	1,262	9,203	...
LVII	Segowlie-Raxaul (*c*)	1st half	Included with the Bengal and North-Western railway.						
		2nd half							
		Total							
LVIII	Bengal-Dooars	1st half	4,029	8,381	671	754	95	699	...
		2nd half	3,811	9,754	702	388	101	625	...
		Total	7,840	18,135	1,373	1,142	196	1,324	...
LIX	Dibru-Sadiya	1st half	6,045	12,835	2,652	804	123	2,344	2,386
		2nd half	6,064	13,391	2,865	1,745	76	2,613	3,098
		Total	12,109	26,226	5,517	2,549	193	4,957	5,484
LX	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway.						
		2nd half							
		Total							
LXI	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total.							
LXII	Nílgiri (*d*)	1st half	Included with the Madras railway.						
		2nd half							
		Total							
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXIV	Hyderabad-Gódávari Valley (*e*)	1st half	...	...	...	...	...	...	...
		2nd half	1,575	3,703	1,034	642	...	568	...
		Total	1,575	3,703	1,034	642	...	568	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXVI	Yesvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LXVII	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXVIII	Birur-Shimoga (*f*)	1st half							
		2nd half							
		Total							
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	1st half	7,386	16,479	2,542	4,320	37	4,548	...
		2nd half	7,597	19,713	2,870	4,364	1	4,668	...
		Total	14,983	36,192	5,412	8,684	38	9,216	...
	Bikaner section	1st half	708	3,405	247	563	2	501	...
		2nd half	677	3,766	254	502	...	563	...
		Total	1,385	7,171	501	1,065	2	1,064	...
LXXIII	Udaipur-Chitor	1st half	1,951	3,129	456	1,085	364	1,709	...
		2nd half	2,065	3,684	478	859	165	1,856	...
		Total	4,016	6,813	934	1,944	529	3,565	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	18,889	56,426	8,447	13,339	564	8,588	...
		2nd half	18,527	53,708	7,729	10,674	1,646	7,710	...
		Total	37,416	1,10,134	16,176	24,013	2,210	16,298	...
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.						
		2nd half							
		Total							
LXXVI	Jámnagar	1st half							
		2nd half							
		Total							
LXXVII	Dhrángadrá	1st half							
		2nd half							
		Total.							
	TOTAL METRE GAUGE	1st half	4,53,392	12,63,690	3,68,236	3,06,690	37,843	2,12,496	11,690
		2nd half	4,76,396	12,98,356	3,78,012	2,95,540	31,449	2,17,586	18,074
		Total (*a*)	9,29,788	25,62,046	7,46,248	6,02,230	69,292	4,30,082	29,764
	SPECIAL GAUGES								
LXXXIII	Jorhát (2′ 0″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half							
		2nd half							
		Total							
	TOTAL SPECIAL GAUGES carried over.	1st half							
		2nd half							
		Total							

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
12,215	62,854	8,229	24,82,796	1,78,192	24,02,163	1st half		
16,163	71,914	13,628	25,51,729	1,74,251	24,80,813	2nd half		
28,378	1,34,768	21,857	50,39,950	3,47,443	48,88,401	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown. (*b*) Including the Lucknow-Bareilly section.
597	9,502	19	67,154	...	67,154	1st half	LVI	
624	6,610	17	65,815	...	65,815	2nd half		
1,221	16,112	36	1,32,969	...	1,32,969	Total.		
			...	...	...	1st half	LVII	(*c*) Opened for traffic from the 1st March 1899.
			1,084	...	1,084	2nd half		
			1,084	...	1,084	Total .		
120	...	127	14,876	...	14,876	1st half	LVIII	
174	...	127	15,682	...	15,682	2nd half		
294	...	254	30,558	...	30,558	Total.		
126	...	2	27,317	1,899	25,418	1st half	LIX	
22	...	7	29,875	1,996	27,879	2nd half		
148	...	9	57,192	3,895	53,297	Total.		
					1,899	1st half	LX	
					1,996	2nd half		
					3,895	Total.		
					6,979	1st half	LXI	
					6,606	2nd half		
					13,585	Total.		
					606	1st half	LXII	(*d*) Opened for traffic from the 15th June 1899.
					3,809	2nd half		
					4,415	Total.		
					12,983	1st half	LXIII	
					11,440	2nd half		
					24,423	Total.		
...	...	...	...	...	...	1st half	LXIV	(*e*) Opened for traffic from the 21st October 1899.
25	...	2	7,549	...	7,549	2nd half		
25	...	2	7,549	...	7,549	Total.		
					6,240	1st half	LXV	
					4,684	2nd half		
					10,924	Total.		
					8,268	1st half	LXVI	
					8,223	2nd half		
					16,491	Total.		
					890	1st half	LXVII	
					908	2nd half		
					1,858	Total.		
					...	1st half	LXVIII	(*f*) Opened for traffic from the 1st December 1899.
					696	2nd half		
					696	Total.		
67	793	...	36,172	...	36,172	1st half	LXXII	
111	899	...	40,223	...	40,223	2nd half		
178	1,692	...	76,395	...	76,395	Total.		
22	...	...	5,448	...	5,448	1st half		
6	...	...	5,768	...	5,768	2nd half		
28	...	...	11,216	...	11,216	Total.		
61	...	...	8,755	...	8,755	1st half	LXXIII	
2	...	...	9,109	...	9,109	2nd half		
63	...	...	17,864	...	17,864	Total.		
206	4,581	211	1,11,251	13,457	97,794	1st half	LXXIV	
243	3,989	268	1,04,494	11,497	92,997	2nd half		
449	8,570	479	2,15,745	24,954	1,90,791	Total.		
					6,768	1st half	LXXV	
					5,990	2nd half		
					12,758	Total.		
					4,284	1st half	LXXVI	
					3,813	2nd half		
					8,097	Total.		
					2,405	1st half	LXXVII	
					1,694	2nd half		
					4,099	Total.		
13,414	77,730	8,588	27,53,769	1,88,548	27,09,101	1st half		
17,370	83,412	14,049	28,31,328	1,87,744	27,96,838	2nd half		
30,784	1,61,142	22,637	55,90,522	2,76,292	55,11,364	Total (*a*)		
			9,490	...	9,490	1st half	LXXXIII	
			9,343	...	9,343	2nd half		
			18,833	...	18,833	Total.		
			2,958	...	2,958	1st half	LXXXIV	
			1,241	...	1,241	2nd half		
			4,199	...	4,199	Total.		
			12,448	...	12,448	1st half		
			10,584	...	10,584	2nd half		
			23,032	...	23,032	Total .		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	SPECIAL GAUGES—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward SPECIAL GAUGES	1st half							
		2nd half							
		Total .							
LXXXVI	Darjeeling-Himalayan (2′ 0″) .	1st half	3,575	14,731	5,476	2,413	446	1,074	...
		2nd half	3,740	17,455	5,823	4,295	42	593	...
		Total .	7,315	31,586	11,299	6,708	488	1,667	...
LXXXVII	Bársi Light (2′ 6″) . .	1st half	509	4,039	315	143	101	777	...
		2nd half	503	3,187	323	188	75	629	...
		Total.	1,012	7,226	638	331	176	1,406	...
LXXXVIII	Howrah-Amta (2′ 0″) . .	1st half	Details not furnished.						
		2nd half							
		Total .							
LXXXIX	Howrah-Sheakhala (2′ 0″) .	1st half							
		2nd half							
		Total .							
XC	Ránaghat-Krishnagar (2′ 6″)(a) .	1st half							
		2nd half							
		Total							
XCI	Tárakeshwar-Magra (2′ 6″) .	1st half							
		2nd half							
		Total							
XCII	Tezpore Bálipárá (2′ 6″) . .	1st half							
		2nd half							
		Total .							
XCIV	Gwalior Light (2′ 0″) (b) . .	1st half							
		2nd half							
		Total .							
XCV	The Gaekwar's Dabhoi (2′ 6″) .	1st half	608	5,950	548	816	297	603	
		2nd half	608	5,031	726	623	372	555	...
		Total .	1,216	10,981	1,324	1,439	669	1,158	...
XCVI	Rajpipla (2′ 6″) . . .	1st half	288	428	210	—154	35	173	...
		2nd half	288	591	246	63	23	215	...
		Total.	576	1,019	456	—91	58	388	...
XCVIII	Cooch Behar (2′ 6″) . . .	1st half	Details not furnished.						
		2nd half							
		Total .							
XCIX	Morvi (2′ 6″)	1st half	4,039	8,835	1,665	1,884	237	2,457	1,163
		2nd half	3,983	8,858	1,737	3,063	511	2,073	1,154
		Total .	8,022	17,693	3,402	4,947	748	4,530	2,317
	TOTAL SPECIAL GAUGES .	1st half	9,019	33,383	8,214	5,102	1,116	5,084	1,163
		2nd half	9,122	35,122	8,905	8,232	1,923	4,065	1,154
		Total .	18,141	68,505	17,119	13,334	2,139	9,149	2,317
	TOTAL OF ALL GAUGES FOR THE YEAR.		32,65,169	1,10,07,527	38,52,965	23,05,647	2,61,990	13,49,929	76,119

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
£	£	£	£	£	£			
...	...	...	12,448	...	12,448	1st half		
...	...	...	10,584	...	10,584	2nd half		
...	...	...	23,032	...	23,032	Total .		
...	4,630	...	31,745	...	31,745	1st half	LXXXVI	(*a*) Opened for traffic from the 5th April 1899.
...	3,898	...	35,846	...	35,846	2nd half		(*b*) Opened for traffic from the 2nd December 1899.
...	8,528	...	67,591	...	67,591	Total.		
65	2,941	...	8,893	...	8,893	1st half	LXXXVII	
34	2,744	...	7,683	...	7,683	2nd half		
99	5,688	...	16,576	...	16,576	Total.		
			22,211	...	22,211	1st half	LXXXVIII	
			22,645	...	22,645	2nd half		
			44,856	...	44,856	Total.		
			10,401	...	10,401	1st half	LXXXIX	
			10,106	...	10,106	2nd half		
			20,507	...	20,507	Total.		
			5,172	...	5,172	1st half	XC	
			10,879	...	10,879	2nd half		
			16,051	...	16,051	Total.		
			8,257	...	8,257	1st half	XCI	
			7,739	...	7,739	2nd half		
			15,996	...	15,996	Total.		
			7,781	...	7,781	1st half	XCII	
			7,880	...	7,880	2nd half		
			15,661	...	15,661	Total.		
			...	...	...	1st half	XCIV	
			2,252	...	2,252	2nd half		
			2,252	...	2,252	Total.		
...	2,786	...	11,606	...	11,606	1st half	XCV	
...	2,705	...	10,670	...	10,670	2nd half		
...	5,491	...	22,276	...	22,276	Total .		
...	1,113	...	2,093	...	2,093	1st half	XCVI	
...	602	...	2,028	...	2,028	2nd half		
...	1,715	...	4,121	...	4,121	Total.		
...	...	...	5,780	...	5,780	1st half	XCVIII	
			6,817	...	6,817	2nd half		
			12,597	...	12,597	Total.		
82	...	251	20,613	...	20,613	1st half	XCIX	
66	...	93	21,538	...	21,538	2nd half		
148	...	344	42,151	...	42,151	Total.		
147	11,473	251	1,47,000	...	1,47,000	1st half		
100	9,949	93	1,56,667	...	1,56,667	2nd half		
247	21,422	344	3,03,667	...	3,03,667	Total		
96,888	5,61,585	1,46,033	2,31,41,916	6,40,269	2,31,33,083			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract E of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian	1st half	1,59,343	55,085	2,21,041	91,588	62,611	91,198	92,065
		2nd half	1,54,871	52,641	2,26,187	75,327	62,349	94,982	86,960
		Total	3,14,214	1,07,726	4,47,228	1,66,915	1,24,960	1,86,180	1,79,025
II	Bengal Central	1st half	19,759	13,165	14,612	1,862	1,234	7,231	4,005
		2nd half	18,995	12,954	15,558	1,560	1,128	8,028	3,230
		Total	38,754	26,119	30,170	3,422	2,362	15,279	7,235
III	Bengal-Nágpur	1st half	1,05,025	33,700	74,342	17,128	13,938	22,853	17,835
		2nd half	96,287	32,441	74,220	18,020	14,467	23,477	18,328
		Total	2,01,312	66,141	1,48,562	35,148	28,405	46,330	36,163
IV	Indian Midland	1st half	65,627	23,852	59,890	20,969	7,768	20,652	19,171
		2nd half	63,501	24,698	64,269	22,020	8,815	23,173	21,213
		Total	1,29,128	48,550	1,24,159	42,989	@16,583	43,825	40,384
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
VII	Wardha Coal	1st half 2nd half Total	Included with the Great Indian Peninsula railway.						
VIII	Dhond-Manmád	1st half 2nd half Total							
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.						
	Washermenpet-Ennúr Section (Bezwada-Madras.)	1st half 2nd half Total	Included with the Madras railway. Amalgamated with the East Coast State railway.						
XI	North Western State	1st half	23,047	58,714	1,87,738	49,981	44,141	55,583	62,580
		2nd half	...	56,183	1,88,930	55,896	44,749	44,705	66,076
		Total	23,047	1,14,897	3,76,668	1,05,877	88,890	1,00,288	1,28,656
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.						
XIII	Oudh and Rohilkhand State.	1st half	8,411	22,696	76,554	17,015	11,864	15,381	15,294
		2nd half	...	24,675	77,694	18,082	11,899	14,504	16,000
		Total	8,411	47,371	1,54,248	35,097	23,763	29,885	31,294
XIV	Eastern Bengal State (b)	1st half	15,912	42,130	93,777	11,214	22,801	29,765	17,213
		2nd half	...	42,885	96,500	10,839	23,878	21,604	18,619
		Total	15,912	85,015	1,90,277	22,053	46,679	51,369	35,832
XV	Calcutta Port Commissioners'	1st half	...	4,326	1,000	...	...	52	...
		2nd half	...	4,630	1,000	...	...	9	...
		Total	...	8,956	2,000	...	...	61	...
XVI	East Coast State	1st half	...	23,837	60,935	17,798	9,560	10,747	7,616
		2nd half	...	22,402	62,717	18,559	10,850	19,452	8,161
		Total	...	46,239	1,23,652	36,357	20,410	30,199	15,777
XVII	Great Indian Peninsula	1st half	45,794	52,180	1,69,196	57,376	37,223	35,661	74,907
		2nd half	46,799	51,872	1,67,681	50,511	33,187	37,762	77,785
		Total	92,593	1,04,052	3,36,877	1,07,887	70,410	72,823	1,52,692
XVIII	Bombay, Baroda and Central India.	1st half	16,904	16,791	72,866	31,101	14,989	20,175	30,217
		2nd half	25,432	15,401	71,815	32,747	16,006	17,584	32,362
		Total	42,336	32,192	1,44,681	63,848	30,995	37,759	62,579
XIX	Madras	1st half	38,192	28,458	73,431	12,231	16,292	9,706	19,115
		2nd half	39,909	28,079	75,862	12,590	16,377	8,927	22,123
		Total	78,101	56,537	1,49,293	24,821	32,669	18,633	41,238
XXIII	Southern Punjab (Delhi-Samásata).	1st half 2nd half Total	Included with the North Western State railway.						
XXV	Tápti Valley	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXVII	Amráoti	1st half 2nd half Total	Included with the Great Indian Peninsula railway.						
XXVIII	Bina-Goona-Bárán	1st half 2nd half Total	Included with the Indian Midland railway.						
XXIX	Bhopal-Ujjain	1st half 2nd half Total							
XXXI	The Nizam's Guaranteed state	1st half	22,451	12,056	36,648	6,829	7,545	14,604	15,030
		2nd half	24,810	11,822	38,102	5,311	6,678	13,154	16,112
		Total	47,261	23,878	74,750	12,140	14,223	27,758	31,142
XXXII	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
	Total Standard gauge carried over.	1st half	5,20,375	3,86,990	11,42,030	3,35,992	2,49,966	3,32,958	3,86,969
		2nd half	4,70,604	3,80,683	11,60,535	3,21,462	2,50,383	3,27,361	3,75,048
		Total	9,90,979	7,67,673	23,02,565	6,56,554	5,00,349	6,60,319	7,62,017

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	*R*	*R*	*R*	*R*	*R*			
3,306	2,47,122	2,346	10,25,705	369	10,25,336	1st half	I	
5,038	2,67,403	3,152	10,28,910	...	10,28,910	2nd half		
8,344	5,14,525	5,498	20,54,615	369	20,54,246	Total.		
470	9,855	5	72,218	...	72,218	1st half	II	
979	9,620	6	72,058	...	72,058	2nd half		
1,449	19,475	11	1,44,276	...	1,44,276	Total.		
3,384	79,833	167	3,68,205	...	3,68,205	1st half	III	
1,158	87,599	181	3,66,178	...	3,66,178	2nd half		
4,542	1,67,432	348	7,34,383	...	7,34,383	Total.		
734	50,953	2	2,69,618	...	2,69,618	1st half	IV	
1,048	51,321	3	2,80,061	...	2,80,061	2nd half		
1,782	1,02,274	5	5,49,679	...	5,49,679	Total.		
					35,509	1st half	VI	
					31,402	2nd half		
					66,911	Total.		
			(*a*) 675	...	(*a*) 675	1st half	VII	(*a*) Expenditure incurred direct by the State.
			(*a*) 675	...	(*a*) 675	2nd half		
			1,350	...	1,350	Total.		
			(*a*) 6,152	...	(*a*) 6,152	1st half	VIII	
			(*a*) 6,152	...	(*a*) 6,152	2nd half		
			12,304	...	12,304	Total.		
					5,875	1st half	IX	
					14,272	2nd half		
					20,147	Total.		
					2,935	1st half		
					...	2nd half		
					2,935	Total.		
2,029	2,51,001	2,363	7,37,177	49,690	6,87,487	1st half	XI	
3,067	2,61,136	2,030	7,22,772	49,437	6,73,335	2nd half		
5,096	5,12,137	4,393	14,59,949	99,127	13,60,822	Total.		
			(*a*) 5,855	...	(*a*) 5,855	1st half	XII	
			(*a*) 5,776	...	(*a*) 5,776	2nd half		
			11,631	...	11,631	Total.		
1,013	67,306	2,447	2,37,911	...	2,37,911	1st half	XIII	
1,012	68,252	1,110	2,33,228	...	2,33,228	2nd half		
2,025	1,35,558	3,557	4,71,139	...	4,71,139	Total.		
1,866	1,05,773	114	3,40,565	1,830	3,38,735	1st half	XIV	(*b*) Including the metre and special gauge sections of the undertaking.
5,001	1,11,592	121	3,31,939	1,337	3,29,702	2nd half		
6,867	2,17,365	235	6,71,604	3,167	6,68,437	Total.		
...	1,744	5,834	12,956	...	12,956	1st half	XV	
...	1,359	...	6,998	...	6,998	2nd half		
...	3,103	5,834	19,954	...	19,954	Total.		
2,811	57,375	576	1,91,255	...	1,91,255	1st half	XVI	
2,567	60,708	469	2,05,885	...	2,05,885	2nd half		
5,378	1,18,083	1,045	3,97,140	...	3,97,140	Total.		
1,761	1,46,052	26,382	6,45,842	...	6,45,842	1st half	XVII	
4,052	1,52,666	26,804	6,49,149	...	6,49,149	2nd half		
5,813	2,98,748	53,186	12,94,991	...	12,94,991	Total.		
997	57,375	11,263	2,72,678	4,946	2,67,732	1st half	XVIII	
1,176	55,494	2,258	2,70,275	9,720	2,60,555	2nd half		
2,173	1,12,869	13,521	5,42,953	14,666	5,28,287	Total.		
2,824	70,481	18,147	2,88,877	10,795	2,78,082	1st half	XIX	
2,545	82,386	21,688	3,10,486	12,439	2,98,047	2nd half		
5,369	1,52,867	39,835	5,99,363	23,234	5,76,129	Total.		
					28,104	1st half	XXIII	
					27,989	2nd half		
					56,093	Total.		
					1,897	1st half	XXV	
					5,958	2nd half		
					7,855	Total.		
			(*a*) 443	...	(*a*) 443	1st half	XXVII	
			(*a*) 442	...	(*a*) 442	2nd half		
			885	...	885	Total.		
			(*a*) 1,380	...	(*a*) 1,380	1st half	XXVIII	
			(*a*) 2,205	...	(*a*) 2,205	2nd half		
			3,585	...	3,585	Total.		
			(*a*) 1,710	...	(*a*) 1,710	1st half	XXIX	
			(*a*) 1,710	...	(*a*) 1,710	Total.		
			3,420	...	3,420	2nd half		
469	18,723	22	1,34,377	5,875	1,28,502	1st half	XXXI	
706	18,598	118	1,35,411	14,272	1,21,139	2nd half		
1,175	37,321	140	2,69,788	20,147	2,49,643	Total.		
					2,044	1st half	XXXII	
					2,659	2nd half		
					4,703	Total.		
21,664	11,63,593	69,668	46,07,744	73,505	46,16,458	1st half		
28,349	12,28,164	57,940	46,29,410	87,205	46,24,485	2nd half		
50,013	23,91,757	1,27,608	92,37,154	1,60,710	92,40,943	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract E of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			₹	₹	₹	₹	₹	₹	₹
	STANDARD GAUGE—*concld.*								
	Brought forward STANDARD GAUGE.	1st half	5,20,375	3,86,990	11,42,030	3,35,092	2,40,966	3,32,958	3,86,969
		2nd half	4,70,604	3,80,683	11,60,535	3,21,462	2,50,383	3,27,361	3,75,048
		Total .	9,90,979	7,67,673	23,02,565	6,56,554	5,00,349	6,60,319	7,62,017
XXXIII	The Gaekwar's Petlád .	1st half	} Included with the Bombay, Baroda and Central India railway						
		2nd half							
		Total .							
XXXIV	Kolar Gold-fields . .	1st half	} Included with the Madras railway.						
		2nd half							
		Total .							
XXXVI	Rájpura-Bhátinda .	1st half	} Included with the North Western State railway.						
		2nd half							
		Total .							
XXXVII	Jammu and Kashmir (Native State section)	1st half							
		2nd half							
		Total .							
	TOTAL STANDARD GAUGE	1st half	5,20,375	3,86,990	11,42,030	3,35,092	2,49,966	3,32,958	3,75,048
		2nd half	4,70,604	3,80,683	11,60,535	3,21,462	2,50,383	3,27,361	3,86,969
		Total .	9,90,979	7,67,673	23,02,565	6,56,554	5,00,349	6,60,319	7,62,017
	METRE GAUGE.								
XXXIX	Bengal and North-Western—Tirhoot section / Company's section .	1st half	46,509	9,840	59,263	4,708	6,302	10,742	21,109
		2nd half	54,054	12,729	63,487	9,237	6,789	14,761	20,690
		Total .	1,00,563	22,569	1,22,750	13,945	13,091	25,503	41,799
XII	Rajputana-Malwa .	1st half	1,04,200	28,725	1,01,524	44,661	30,903	37,601	67,881
		2nd half	1,12,538	29,699	1,15,705	45,758	31,442	35,171	70,108
		Total .	2,16,738	58,424	2,17,229	90,419	62,345	72,772	1,37,989
XLII	Pálanpur-Deesa .	1st half	} Included with the Rajputana-Malwa railway.						
		2nd half							
		Total .							
XLIII	Southern Mahratta .	1st half	92,396	26,525	81,320	21,550	16,286	19,191	44,192
		2nd half	1,04,579	26,604	82,946	22,335	15,274	17,723	43,031
		Total .	1,96,975	53,129	1,64,266	43,885	31,560	36,914	87,223
XLIV	Guntakal-Mysore frontier.	1st half	} Included with the Southern Mahratta railway.						
		2nd half							
		Total .							
XLV	Mysore section (Southern Mahratta).	1st half							
		2nd half							
		Total .							
XLVI	South Indian .	1st half	83,678	22,301	71,605	20,181	14,608	16,805	21,431
		2nd half	84,914	21,433	74,111	20,992	14,712	15,524	27,100
		Total	1,68,592	43,734	1,45,716	41,173	29,320	32,329	48,531
XLVII	Máyavaram-Mutupet .	1st half	} Included with the South Indian railway.						
		2nd half							
		Total .							
XLVIII	Assam-Bengal .	1st half	35,425	22,813	45,867	11,573	10,541	3,385	7,140
		2nd half	37,217	21,717	45,379	11,779	13,228	4,502	7,063
		Total .	72,642	44,530	91,246	23,352	24,769	7,887	14,203
XLIX	Burma . .	1st half	81,290	29,337	65,064	16,971	12,389	16,953	51,144
		2nd half	92,986	33,833	55,099	16,237	14,189	17,538	31,392
		Total .	1,74,276	63,170	1,20,183	33,208	26,578	34,491	82,536
LIII	Deoghur .	1st half	} Details not furnished.						
		2nd half							
		Total .							
LIV	Brahmaputra-Sultanpur	1st half	} Included with the Eastern Bengal State railway.						
		2nd half							
		Total .							
LV	Mymensingh-Jamálpur-Jagannathganj .	1st half							
		2nd half							
		Total .							
LVI	Rohilkund and Kumaon (Company's section) (a).	1st half	17,653	7,419	16,584	4,317	1,604	4,602	6,492
		2nd half	17,705	8,547	16,680	4,557	1,640	9,427	6,642
		Total .	35,358	15,966	33,264	8,874	3,244	14,029	13,134
LVII	Segowlie-Raxaul .	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total .							
LVIII	Bengal Dooars .	1st half	4,924	1,790	1,884	180	416	1,117	645
		2nd half	4,196	1,191	1,862	224	416	851	632
		Total .	9,120	2,981	3,746	404	832	1,968	1,277
	TOTAL METRE GAUGE carried over .	1st half	4,66,075	1,48,750	4,43,131	1,24,141	93,049	1,10,396	2,20,034
		2nd half	5,08,189	1,55,753	4,55,269	1,31,119	97,690	1,15,197	2,06,658
		Total(c)	9,74,264	3,04,503	8,98,400	2,55,260	1,90,739	2,25,893	4,26,692

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	R	R	R	R	R			
21,664	11,63,593	69,668	46,07,744	73,505	46,16,458	1st half		
28,349	12,28,104	57,940	46,29,410	87,205	46,24,485	2nd half		
50,013	23,91,757	1,27,608	92,37,154	1,60,710	92,40,943	Total.		
					1,006	1st half	XXXIII	
					1,104	2nd half		
					2,110	Total.		
					5,103	1st half	XXXIV	
					6,585	2nd half		
					11,688	Total.		
					14,641	1st half	XXXVI	
					14,528	2nd half		
					29,169	Total.		
					1,090	1st half	XXXVII	
					1,144	2rd half		
					2,234	Total.		
21,664	11,63,593	69,668	46,07,744	73,505	46,38,298	1st half		
28,349	12,28,104	57,940	46,29,410	87,205	46,47,846	2nd half		
50,013	23,91,757	1,27,608	92,37,154	1,60,710	92,86,144	Total.		
998	51,907	341	2,11,719	...	2,11,719	1st half	XXXIX	
839	60,026	77	2,42,689	...	2,42,689	2nd half		
1,837	1,11,933	418	4,54,408	...	4,54,408	Total.		
390	1,86,182	150	6,02,217	50,718	5,51,499	1st half	XLI	
639	1,87,249	497	6,28,806	45,314	5,83,492	2nd half		
1,029	3,73,431	647	12,31,023	96,032	11,34,991	Total.		
					1,012	1st half	XLII	
					1,056	2nd half		
					2,068	Total.		
1,588	99,404	161	4,02,613	90,668	3,11,945	1st half	XLIII	
1,370	98,298	231	4,12,331	92,335	3,20,056	2nd half		
2,958	1,97,702	392	8,15,004	1,85,003	6,32,001	Total.		
					17,233	1st half	XLIV	
					18,465	2nd half		
					35,698	Total.		
					60,155	1st half	XLV	
					61,941	2nd half		
					1,22,096	Total.		
983	58,818	332	3,10,742	11,159	2,99,583	1st half	XLVI	
743	59,341	179	3,19,049	11,665	3,07,384	2nd half		
1,726	1,18,159	511	6,29,791	22,824	6,06,967	Total.		
					8,671	1st half	XLVII	
					8,701	2nd half		
					17,372	Total.		
484	26,830	10	1,64,068	...	1,64,068	1st half	XLVIII	
168	26,492	47	1,67,592	...	1,67,592	2nd half		
652	53,322	57	3,31,660	...	3,31,660	Total.		
650	74,893	494	3,49,205	...	3,49,205	1st half	XLIX	
1,664	73,526	588	3,37,052	...	3,37,052	2nd half		
2,314	1,48,419	1,082	6,86,257	...	6,86,257	Total.		
			2,533	...	2,533	1st half	LIII	
			2,533	...	2,533	2nd half		
					894	Total.		
					706	1st half	LIV	
					1,600	2nd half		
					936	Total.		
					631	1st half	LV	
					1,567	2nd half		
126	13,051	5	71,854	...	71,854	Total.		
255	13,403	22	78,878	...	78,878	1st half	LVI	(a) Including the Lucknow-Bareilly section.
381	26,454	27	1,50,732	...	1,50,732	2nd half		
			...	...	...	Total.		
			829	...	829	1st half	LVII	
			829	...	829	2nd half		
20	2,049	2	13,027	...	13,027	Total.		
...	2,263	1	11,636	...	11,636	1st half	LVIII	
20	4,312	3	24,663	...	24,663	2nd half		
5,239	5,13,134	1,495	21,25,444	1,52,545	20,61,800	Total.		
5,078	5,20,598	1,642	21,98,922	1,49,314	21,11,108	1st half		
10,317	10,33,732	3,137	43,26,899	3,01,859	42,05,441	2nd half		(c) Including the Deoghur railway, for which yearly figures are shown.
						Total(c)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract E of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,66,075	1,48,750	4,43,131	1,24,141	93,049	1,10,396	2,20,034
		2nd half	5,08,189	1,55,753	4,55,269	1,31,119	97,690	1,15,497	2,06,658
		Total (*a*)	9,74,264	3,04,503	8,98,400	2,55,260	1,90,739	2,25,893	4,26,692
LIX	Dibru-Sadiya	1st half	12,921	6,134	6,437	2,897	2,296	2,758	...
		2nd half	12,921	6,034	6,674	2,744	2,302	3,685	...
		Total	25,842	12,168	13,111	5,641	4,598	6,443	...
LX	Ledo and Tikak-Margherita Colliery	1st half 2nd half Total	Included with the Dibru-Sadiya railway.						
LXI	Ahmedabad-Parántij	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
LXII	Nílgiri	1st half 2nd half Total	Included with the Madras railway.						
LXIII	The Gaekwar's Mehsána	1st half 2nd half Total	Included with the Rajputana-Malwa railway						
LXIV	Hyderabad-Gódávari Valley.	1st half	...	...	...	...	...	...	...
		2nd half	660	315	1,120	...	...	305	1,742
		Total	660	315	1,120	...	...	305	1,742
LXV	Kolhápur	1st half 2nd half Total	Included with the Southern Mahratta railway.						
LXVI	Yesvantpur-Mysore frontier.	1st half 2nd half Total							
LXVII	Mysore-Nanjangúd	1st half 2nd half Total							
LXVIII	Birur-Shimoga	1st half 2nd half Total							
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	1st half	...	...	13,512	1,542	781	419	355
		2nd half	...	...	14,998	1,774	905	515	216
		Total	...	...	28,510	3,316	1,686	934	571
	Bikaner section	1st half	...	...	1,294	155	60	165	108
		2nd half	...	...	1,324	154	60	213	125
		Total	...	...	2,618	309	120	378	233
LXXIII	Udaipur-Chitor	1st half	...	1,741	1,604	94	205	917	...
		2nd half	...	2,260	1,768	136	668	608	...
		Total	...	4,001	3,372	230	873	1,525	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	3,800	12,731	29,350	5,963	7,329	7,642	14,211
		2nd half	3,550	12,917	29,446	6,025	7,646	5,965	14,107
		Total	7,350	25,648	58,796	11,988	14,975	13,607	28,318
LXXV	Jetalsar-Rájkot	1st half 2nd half Total	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway						(*b*) 1,567 (*b*) 1,567 3,134
LXXVI	Jámnagar	1st half 2nd half Total							(*b*) 2,062 (*b*) 232 2,294
LXXVII	Dhrángadrá	1st half	...	...	...	...	...	...	(*b*) 722
		2nd half	...	...	...	...	...	...	(*b*) 666
		Total	...	...	...	...	...	...	1,388
	TOTAL METRE GAUGE	1st half	4,82,796	1,69,356	4,95,328	1,34,792	1,03,729	1,22,297	2,39,059
		2nd half	5,25,320	1,77,279	5,10,599	1,41,952	1,09,273	1,26,788	2,25,313
		Total (*a*)	10,08,116	3,46,635	10,05,927	2,76,741	2,12,991	2,49,085	4,64,372
	SPECIAL GAUGES.								
LXXXIII	Jorhát (2′ 0″)	1st half 2nd half Total	Details not furnished.						
LXXXIV	Cherra-Companyganj (2′ 6″).	1st half 2nd half Total							
LXXXVI	Darjeeling-Himalayan (2′ 0″).	1st half	8,403	13,294	7,860	...	2,667	3,633	...
		2nd half	11,113	13,859	7,862	...	2,644	2,623	...
		Total	19,516	27,063	15,722	...	5,311	6,256	...
LXXXVII	Bársi Light (2′ 6″)	1st half	6,579	9,307	2,100	738	648	667	118
		2nd half	2,477	9,588	2,100	724	639	623	112
		Total	9,056	18,895	4,200	1,462	1,287	1,290	230
LXXXVIII	Howrah-Amta (2′ 6″)	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
	TOTAL SPECIAL GAUGES carried over.	1st half	14,982	22,511	9,960	738	3,315	4,300	118
		2nd half	13,590	23,447	9,962	724	3,283	3,246	112
		Total	28,572	45,958	19,922	1,462	6,598	7,546	230

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
5,239	5,13,134	1,495	21,25,444	1,52,545	20,61,800	1st half		
5,678	5,20,598	1,642	21,98,922	1,49,314	21,41,108	2nd half		
10,917	10,33,732	3,137	43,26,899	3,01,859	42,05,441	Total (*a*)		
25	6,201	1	39,676	986	38,684	1st half	LIX	
10	6,500	...	40,870	1,030	39,840	2nd half		
35	12,701	1	80,540	2,016	78,524	Total.		
					986	1st half	LX	(*a*) Including the Deoghur railway, for which yearly figures are shown.
					1,030	2nd half		
					2,016	Total.		
					4,960	1st half	LXI	
					4,707	2nd half		
					9,667	Total.		
					78	1st half	LXII	
					1,461	2nd half		
					1,539	Total.		
					9,237	1st half	LXIII	
					8,149	2nd half		
					17,386	Total.		
...	...	...	...	...	...	1st half	LXIV	
19	265	...	4,426	...	4,426	2nd half		
19	265	...	4,426	...	4,426	Total.		
					5,382	1st half	LXV	
					3,835	2nd half		
					9,217	Total.		
					7,130	1st half	LXVI	
					6,732	2nd half		
					13,862	Total.		
					767	1st half	LXVII	
					792	2nd half		
					1,559	Total.		
					...	1st half	LXVIII	
					570	2nd half		
					570	Total.		
...	7,966	...	24,575	...	24,575	1st half	LXXII	
...	8,661	...	27,069	...	27,069	2nd half		
...	16,627	...	51,644	...	51,644	Total.		
...	802	...	2,584	...	2,584	1st half		
...	870	...	2,746	...	2,746	2nd half		
...	1,672	...	5,330	...	5,330	Total.		
...	1,697	...	6,258	...	6,258	1st half	LXXIII	
...	1,710	...	7,150	...	7,150	2nd half		
...	3,407	...	13,408	...	13,408	Total.		
140	21,014	4	1,02,184	20,840	81,344	1st half	LXXIV	
90	20,561	...	1,00,307	18,652	81,655	2nd half		
230	41,575	4	2,02,491	39,492	1,62,999	Total.		
...	...	...	(*b*) 1,567	...	(*c*)12,043	1st half	LXXV	(*b*) Expenditure incurred direct by the railway.
...	...	...	(*b*) 1,557	...	(*c*) 11,285	2nd half		(*c*) Including ₹10,476 in the first half and ₹9,718 in the second half of 1899 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	3,134	...	23,328	Total.		
...	...	...	(*b*) 2,062	...	(*d*)8,700	1st half	LXXVI	
...	...	...	(*b*) 232	...	(*d*)6,418	2nd half		
...	...	...	2,294	...	15,118	Total.		
...	...	...	(*b*) 722	...	(*e*) 4,447	1st half	LXXVII	(*d*) Including ₹6,638 in the first half and ₹6,186 in the second half of 1899, charged by the Bhávnagar-Gondal Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	(*b*) 666	...	(*e*) 3,414	2nd half		
...	...	...	1,388	...	7,861	Total.		
5,404	5,50,813	1,500	23,05,067	1,74,371	22,68,976	1st half		
5,797	5,59,166	1,642	23,83,955	1,68,996	23,52,387	2nd half		
11,201	11,09,979	3,142	46,91,555	3,43,367	46,23,896	Total (*a*)		
			6,111	...	6,111	1st half	LXXXIII	(*e*) Including ₹3,725 in the first half and ₹2,748 in the second half of 1899 charged by the Bhavnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
			5,986	...	5,986	2nd half		
			12,097	...	12,097	Total.		
			1,918	...	1,918	1st half	LXXXIV	
			1,295	...	1,295	2nd half		
			3,213	...	3,213	Total.		
125	4,491	...	40,383	471	39,912	1st half	LXXXVI	
249	4,489	...	42,839	75	42,114	2nd half		
374	8,980	...	83,222	1,196	82,026	Total.		
2	1,060	...	21,219	...	21,219	1st half	LXXXVII	
...	906	3	17,172	...	17,172	2nd half		
2	1,960	3	38,391	...	38,391	Total.		
...	...	...	7,345	...	7,345	1st half	LXXXVIII	
...	...	...	5,636	...	5,636	2nd half		
...	...	...	12,981	...	12,981	Total.		
127	5,551	...	76,976	471	76,505	1st half		
249	5,395	3	72,928	725	72,203	2nd half		
376	10,946	3	1,49,904	1,196	1,48,708	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract E of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	Special gauges—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward Special gauges	1st half	14,982	22,511	9,960	738	3,315	4,300	118
		2nd half	13,590	23,447	9,962	721	3,283	3,246	112
		Total	28,572	45,958	19,922	1,462	6,598	7,546	230
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
XC	Ránaghat-Krishnagar (2′ 6″).	1st half	Details not furnished.						
		2nd half							
		Total							
XCI	Tarakeshwar-Magra (2′ 6″).	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...		
XCII	Tezpur-Bálipárá (2′ 6″)	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...		...	...	...
XCIV	Gwalior Light (2′ 0″)	1st half	Details not furnished.						
		2nd half							
		Total							
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	608	1,608	152	300	499	1,720
		2nd half	...	608	1,608	152	300	459	1,797
		Total	...	1,216	3,216	304	600	958	3,517
XCVI	Rajpipla (2′ 6″)	1st half	...	288	288	72	90	380	...
		2nd half	...	288	288	73	90	388	...
		Total	...	576	576	145	180	768	...
XCVIII	Cooch Behar (2′ 6″)	1st half	Details not furnished.						
		2nd half							
		Total							
XCIX	Morvi (2′ 6″)	1st half	...	3,895	6,285	2,243	572	1,703	1,336
		2nd half	...	5,428	6,610	6,391	310	1,801	1,325
		Total	...	9,323	12,895	8,634	882	3,504	2,661
	Total Special gauges	1st half	14,982	27,302	18,141	3,205	4,277	6,882	3,174
		2nd half	13,590	29,771	18,468	7,340	3,983	5,894	3,234
		Total	28,572	57,073	36,609	10,545	8,260	12,776	6,408
	Total of all gauges for the year.		20,27,667	11,71,381	33,45,101	9,43,843	7,21,600	9,22,180	12,32,797

A—*continued.*

RAILWAYS (PART I)—*continued.*

GENERAL CHARGES—*concluded.*

Revenue Accounts.] Half-years ended 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*	*R*				
127	5,551	...	76,976	471	76,505			
249	5,395	3	72,928	725	72,203			
376	10,946	3	1,49,904	1,196	1,48,708			
...	...	...	2,939	...	2,939	1st half	LXXXIX	
...	...	...	2,521	...	2,521	2nd half		
...	...	...	5,460	...	5,460	Total		
...	...	...	1,000	...	1,000	1st half	XC	
			3,985	...	3,985	2nd half		
			4,985		4,985	Total		
...	...	...	6,486	...	6,486	1st half	XCI	
...	...	...	5,546	...	5,546	2nd half		
...	...	...	12,032	...	12,032	Total		
...	...	...	6,738	...	6,738	1st half	XCII	
...	...	...	6,453	...	6,453	2nd half		
...	...	...	13,191	...	13,191	Total		
...	...	...	...	...	...	1st half	XCIV	
			549	...	549	2nd half		
			549		549	Total		
7	1,843	...	6,737	...	6,737	1st half	XCV	
...	2,382	...	7,306	...	7,306	2nd half		
7	4,225	...	14,043	...	14,043	Total		
...	623	...	1,741	...	1,741	1st half	XCVI	
4	162	...	1,293	...	1,293	2nd half		
4	785	...	3,034	...	3,034	Total		
...	...	...	3,175	...	3,175	1st half	XCVIII	
			1,869	...	1,869	2nd half		
...	...	...	5,044	...	5,044	Total		
14	3,325	...	19,373	...	19,373	1st half	XCIX	
77	3,296	...	25,238	...	25,238	2nd half		
91	6,621	...	44,611	...	44,611	Total		
148	11,342	...	1,25,165	471	1,24,694	1st half		
330	11,235	3	1,27,688	725	1,26,963	2nd half		
478	22,577	3	2,52,853	1,196	2,51,657	Total		
61,692	35,24,313	1,30,753	1,41,81,561	5,05,273	1,41,61,697			

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. [From Abstract G of

Classification Number.	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	16,574	24,987	42,404	6,37,130
		2nd half	8,279	42,492	46,753	2,81,865
		Total	24,853	67,479	89,157	9,18,995
II	Bengal Central	1st half	629	957	1,277	21,036
		2nd half	780	643	1,818	14,116
		Total	1,409	1,600	3,095	35,152
III	Bengal-Nágpur	1st half	88	330	390	41,397
		2nd half	34	681	714	43,395
		Total	122	1,011	1,104	84,792
IV	Indian Midland	1st half	157	3,086	285	98,921
		2nd half	29	2,925	303	1,02,970
		Total	186	6,011	588	2,01,891
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway			...
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed state railway			...
		2nd half				
		Total				
XI	North Western State	1st half	—604	11,389	25,561	80,416
		2nd half	33	1,416	15,930	65,107
		Total	—571	12,805	41,491	1,45,523
XII	Hyderabad-Shadipalli	1st half	Included with the North-Western State railway			...
		2nd half				
		Total				
XIII	Oudh and Rohilkhand State	1st half	238	2,053	1,079	1,33,268
		2nd half	203	910	2,724	52,771
		Total	441	2,963	3,803	1,86,039
XIV	Eastern Bengal State (a)	1st half	882	33,190	14,483	...
		2nd half	2,925	27,859	16,528	76,332
		Total	3,807	61,049	31,011	76,332
XV	Calcutta Port Commissioners'	1st half	...	256	2,261	1,949
		2nd half	...	48	2,261	1,122
		Total	...	304	4,522	3,071
XVI	East Coast State	1st half	219	149	4,118	20,264
		2nd half	334	—2	4,479	1,697
		Total	553	147	8,597	21,961
XVII	Great Indian Peninsula	1st half	10,442	26,930	31,683	2,97,207
		2nd half	2,206	10,195	35,535	2,33,471
		Total	12,648	37,125	67,218	5,30,678
XVIII	Bombay, Baroda and Central India	1st half	2,379	7,355	25,803	27,307
		2nd half	6,477	12,248	23,098	29,985
		Total	8,856	19,603	48,901	57,292
XIX	Madras	1st half	593	4,023	10,954	5,502
		2nd half	352	5,304	12,583	...
		Total	945	9,327	28,537	5,502
XXI	Tarkessur	1st half	Included with the East Indian railway			
		2nd half				
		Total				
XXIII	Southern Punjab (Delhi-Samásata)	1st half	Included with the North-Western State railway			...
		2nd half				
		Total				
XXV	Tápti Valley	1st half	Included with the Bombay, Baroda and Central India railway.			...
		2nd half				
		Total				
XXVIII	Bína-Goona-Bárán	1st half	Included with the Indian Midland railway			
		2nd half				
		Total				
XXIX	Bhopal-Ujjain	1st half				
		2nd half				
		Total				
XXXI	The Nizam's Guaranteed state	1st half	640	1,126	35	10,498
		2nd half	510	1,670	74	14,855
		Total	1,150	2,796	109	25,353
XXXII	Nágdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.			
		2nd half				
		Total				
XXXIII	The Gaekwar's Petlád	1st half				
		2nd half				
		Total				
	TOTAL STANDARD GAUGE carried over.	1st half	32,237	1,15,831	1,60,333	13,74,895
		2nd half	22,162	1,06,389	1,62,800	9,17,686
		Total	54,399	2,22,220	3,23,133	22,92,581

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE.

Revenue Accounts.]. Half-years ended the 30th June and the 31st December 1899.

Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
81,823	8,02,918	...	8,02,918	1st half	I	
32,789	4,12,178	...	4,12,178	2nd half		
1,14,012	12,15,096	...	12,15,096	Total		
2,127	26,026	...	26,026	1st half	II	
2,552	19,909	...	19,909	2nd half		
4,679	45,935	...	45,935	Total		
30,768	72,973	...	72,973	1st half	III	
43,796	88,620	...	88,620	2nd half		
74,564	1,61,593	...	1,61,593	Total		
26,950	1,29,399	...	1,29,399	1st half	IV	
46,585	1,52,812	...	1,52,812	2nd half		
73,535	2,82,211	...	2,82,211	Total		
...	...	...	4,369	1st half	VI	
			4,041	2nd half		
			8,410	Total		
...	...	...	5,798	1st half	IX	
			14,194	2nd half		
			19,992	Total		
1,70,045	2,86,807	14,232	2,72,575	1st half	XI	
1,79,254	2,61,737	12,491	2,49,246	2nd half		
3,49,296	5,48,544	26,723	5,21,821	Total		
...	...	...	1,519	1st half	XII	
			1,576	2nd half		
			3,095	Total		
36,135	1,72,773	...	1,72,773	1st half	XIII	
45,412	1,02,020	...	1,02,020	2nd half		
81,547	2,74,793	...	2,74,793	Total		
57,912	1,06,467	55	1,06,412	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking.
82,237	2,05,881	300	2,05,581	2nd half		
1,40,149	3,12,348	355	3,11,993	Total		
600	5,066	...	5,006	1st half	XV	
...	3,431	...	3,431	2d half		
600	8,497	...	8,497	Total		
15,612	40,362	...	40,362	1st half	XVI	
22,488	28,996	...	28,996	2nd half		
38,100	69,358	...	69,358	Total		
1,01,099	4,67,361	10,106	4,57,255	1st half	XVII	
53,703	3,35,110	2,558	3,32,552	2nd half		
1,54,802	8,02,471	12,664	7,89,807	Total		
47,766	1,10,610	1,869	1,08,741	1st half	XVIII	
11,014	82,822	3,613	79,209	2nd half		
58,780	1,93,432	5,482	1,87,950	Total		
31,052	52,124	1,654	50,470	1st half	XIX	
41,773	60,012	7,015	52,997	2nd half		
72,825	1,12,136	8,669	1,03,467	Total		
22,267	22,267	...	22,267	1st half	XXI	
17,781	17,781	...	17,781	2nd half		
40,048	40,048	...	40,048	Total		
			8,151	1st half	XXIII	
			6,997	2nd hal		
			15,148	Tot al		
			708	1st half	XXV	
			1,700	2nd half		
			2,408	Total		
(*b*) 1,993	(*b*)1,993	...	(*b*)1,993	1st half	XXVIII	(*b*) Expenditure incurred direct by the State.
(*b*) 1,993	(*b*)1,993	...	(*b*)1,993	2nd half		
3,986	3,986	...	3,986	Total		
...	...	...	..	1st half	XXIX	
(*b*) 9,840	(*b*)9,840	...	(*b*)9,840	2nd half		
9,840	9,840	...	9,840	Total		
18,223	30,522	5,798	24,724	1st half	XXXI	
15,189	32,298	14,194	18,104	2nd half		
33,412	62,820	19,992	42,828	Total		
			762	1st half	XXXII	
			759	2nd half		
			1,521	Total		
			399	1st half	XXXIII	
			354	2nd half		
			753	Total		
6,44,372	23,27,668	33,714	23,15,660	1st half		
6,06,403	18,15,440	48,171	18,04,890	2nd half		
12,50,775	41,43,108	73,885	41,20,550	Total		

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. † From Abstract G of

Classification Number.	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*		£	£	£	£
	Brought forward STANDARD GAUGE	1st half	32,237	1,15,831	1,60,333	13,74,895
		2nd half	22,162	1,06,389	1,62,800	9,17,686
		Total	54,399	2,22,220	3,23,133	22,92,581
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.			(c) 5,312
		2nd half				(d) 4,143
		Total				9,455
...	Washermenpet-Enuúr Section (Bezawada Madras)*	1st half				(f) 3,195
		2nd half				...
		Total				3,195
XXXVI	Rájpura-Bhátinda	1st half	Included with the North-Western State railway.			
		2nd half				
		Total				
XXXVII	Jammu and Kashmir	1st half				
		2nd half				
		Total				
	TOTAL STANDARD GAUGE	1st half	32,237	1,15,831	1,60,333	13,83,402
		2nd half	22,162	1,06,389	1,62,800	9,21,829
		Total	54,399	2,22,220	3,23,133	23,05,231
	METER GAUGE.					
XXXIX	Bengal and North-Western—					
	Tirhoot section	1st half	1,701	5,824	1,742	95,410
	Company's section	2nd half	1,215	5,632	1,820	21,299
		Total	2,916	11,456	3,562	1,16,709
XLI	Rajputana-Malwa	1st half	1363	7,175	4,594	4,880
		2nd half	109	3,237	2,687	82,733
		Total	1,472	10,417	7,281	87,613
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
XLIII	Southern Mahratta	1st half	1,130	1,230	630	6,000
		2nd half	522	3,332	5,376	15,645
		Total	608	4,562	6,006	21,645
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.			
		2nd half				
		Total				
XLV	Mysore section (Southern Mahratta)	1st half				
		2nd half				
		Total				
XLVI	South Indian	1st half	136	840	15,624	20,796
		2nd half	128	796	5,349	5,381
		Total	264	1,636	20,973	26,177
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway			(a) 8,870
		2nd half				(a) 9,053
		Total				17,923
XLVIII	Assam-Bengal	1st half	492	938	2,828	...
		2nd half	564	3,497	1,617	...
		Total	1,056	4,435	4,445	...
XLIX	Burma	1st half	2,362	9	13,806	...
		2nd half	...	1,858	16,896	...
		Total	2,362	1,867	30,702	...
LIII	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LIV	Brahmaputra-Sultanpur (c)	1st half	Included with the Eastern Bengal State railway.			
		2nd half				
		Total				
LV	Mymensingh-JamálpurJagannathganj	1st half				
		2nd half				
		Total				
	TOTAL METER GAUGE carried over	1st half	7,183	16,019	39,224	1,35,956
		2nd half	1,494	18,352	33,745	1,34,111
		Total (a	8,678	34,368	72,969	2,70,067

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
6,44,372	23,27,668	33,714	23,15,660	1st half		
6,06,403	18,15,440	40,171	18,04,890	2nd half		
12,50,775	41,43,108	73,885	41,20,550	Total		
...	(c)5,312	...	(e)6,232	1st half	XXXIV	c) Represents the amount paid to the Madras railway for use of rolling stock and Bowringpet joint station.
...	(d)4,143	...	(e)5,416	2nd half		(d) Represents the amount paid to the Madras railway for use of rolling stock less a credit of R1,095 for Bowringpet joint station.
...	9,455	...	11,648	Total		
...	3,195	...	(g)3,725	1st half	XXXV	(e) Including R920 in the first-half and R1,273 in the second-half of 1899, charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	...	...	...	2nd half		
...	3,195	...	3,725	Total		
			4,246	1st half	XXXVI	
			3,632	2nd half		
			7,878	Total		
			316	1st half	XXXVII	(f) Represents the amount paid to the Madras railway for use of rolling stock and Ennûr joint station.
			286	2nd half		
			602	Total		
6,44,372	23,36,175	33,714	23,30,179	1st half		(g) Including R580 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
6,06,403	18,19,583	40,171	19,14,224	2nd half		
12,50,775	41,55,758	73,885	41,44,403	Total		*Transferred to the East Coast State railway from the 1st July 1899.
59,706	1,64,383	...	1,64,383	1st half	XXXIX	
1,31,580	1,61,546	...	1,61,546	2nd half		
1,91,286	3,25,929	...	3,25,929	Total		
92,755	1,10,767	7,186	1,03,581	1st half	XLI	
90,000	1,78,766	7,981	1,70,785	2nd half		
1,82,755	2,89,533	15,167	2,74,366	Total		
			185	1st half	XLII	
			292	2nd half		
			477	Total		
68,397	77,387	21,750	55,637	1st half	XLIII	
59,998	83,829	24,205	59,624	2nd half		
1,28,395	1,61,216	45,955	1,15,261	Total		
			4,755	1st half	XLIV	
			5,553	2nd half		
			10,308	Total		
			13,331	1st half	XLV	
			15,065	2nd half		
			28,396	Total		
15,957	53,353	2,000	51,353	1st half	XLVI	
40,870	52,524	2,012	50,512	2nd half		
56,827	1,05,877	4,012	1,01,865	Total		
...	8,870	...	(b) 10,438	1st half	XLVII	(a) Represents the amount paid to the South Indian railway for use of rolling stock and interest on works solely and jointly used at Mâyâvaram and Tiruvallur stations.
...	9,053	...	(b) 10,568	2nd half		
...	17,923	...	21,006	Total		
4,349	8,607	...	8,607	1st half	XLVIII	(b) Including R 1,568 in the first-half and R1,515 in the second-half of 1899, charged by the South Indian railway for working this line. The details are included with the figures of the South Indian railway.
3,786	9,464	...	9,464	2nd half		
8,135	18,071	...	18,071	Total		
32,346	48,523	...	48,523	1st half	XLIX	
33,277	52,031	...	52,031	2nd half		
65,623	1,00,554	...	1,00,554	Total		
	199	...	199	1st half	LIII	
				2nd half		
	199	...	199	Total		
	...	...	...	1st half	LIV	(c) Opened for traffic on the 1st April 1899.
		...	90	2nd half		
	...	...	90	Total		
	...	...	55	1st half	LV	
		...	210	2nd half		
	...	...	265	Total		
2,73,510	4,72,089	30,936	4,61,137	1st half		
3,59,511	5,47,213	34,198	5,35,650	2nd half		
6,33,021	10,19,302	65,134	9,96,787	Total (d)		(d) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. [From Abstract G of

Classification Number	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			£	£	£	£
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE	1st half	7,184	16,016	39,224	1,35,956
		2nd half	1,494	18,352	33,745	1,34,111
		Total (*a*)	8,678	34,368	72,969	2,70,067
LVI	Rohilkund and Kumaon (Company's section) (*b*)	1st half	128	421	26	1,101
		2nd half	127	845	94	1,269
		Total	255	1,266	120	2,370
LVII	Segowlie-Raxaul (*d*)	1st half	Information not available.			
		2nd half				
		Total				
LVIII	Bengal Dooars	1st half	214	230	132	...
		2nd half	67	40	116	...
		Total	281	270	248	...
LIX	Dibru-Sadiya	1st half	661	32	43	...
		2nd half	659	33	43	...
		Total	1,320	65	86	...
LX	Ledo and Tikak-Margherita Colliery	1st half	Included with the Dibru-Sadiya railway			(*e*)1,581
		2nd half				(*e*)1,574
		Total				3,155
LXI	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
LXII	Nílgiri (*g*)	1st half	Included with the Madras railway.			
		2nd half				
		Total				
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
LXIV	Hyderabad Gódávari Valley (*i*)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.			
		2nd half				
		Total				
LXVI	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LXVII	Mysore-Nanjangúd	1st half				
		2nd half				
		Total				
LXVIII	Birur-Shimoga (*j*)	1st half				
		2nd half				
		Total				
LXXII	Jodhpur-Bikaner—					
	Jodhpur section	1st half	...	14	...	26,817
		2nd half	...	42	...	48,013
		Total	...	56	...	74,830
	Bikaner section	1st half	...	4	...	1,306
		2nd half	...	14	...	2,985
		Total	...	18	...	4,291
LXXIII	Udaipur-Chitor	1st half	...	...	...	2,334
		2nd half	...	...	...	4,883
		Total	...	...	...	7,217
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	...	99	10	4,661
		2nd half	...	536	9	4,215
		Total	...	635	19	8,876
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.			(*k*) 5,234
		2nd half				(*k*) 4,712
		Total				9,946
LXXVI	Jámnagar	1st half				...
		2nd half				...
		Total				...
LXXVII	Dhrángadra	1st half				(*k*)1,861
		2nd half				(*k*)1,333
		Total				3,194
	TOTAL METRE GAUGE	1st half	8,187	16,816	39,435	1,80,851
		2nd half	2,347	19,862	34,007	2,03,093
		Total (*a*)	10,534	36,678	73,442	3,83,944

A—continued.

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
2,73,510	4,72,089	30,936	4,61,137	1st half		
3,59,511	5,47,213	34,198	5,35,650	2nd half		
6,33,021	10,19,302	65,134	9,96,787	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
(*c*) 55,630	57,306	...	57,306	1st half	LVI	(*b*) Including the Lucknow-Bareilly section.
(*c*) 51,177	53,512	...	53,512	2nd half		
1,06,807	1,10,818	...	1,10,818	Total		(*c*) Including R50,121 in the first-half and R47,131 in the second-half of 1899 on account of cart-road service expenses.
				1st half	LVII	
				2nd half		
				Total		(*d*) Opened for traffic on the 1st March 1899.
773	1,349	...	1,349	1st half	LVIII	
1,194	1,417	...	1,417	2nd half		
1,967	2,766	...	2,766	Total		
...	736	51	685	1st half	LIX	
...	735	50	685	2nd half		
...	1,471	101	1,370	Total		
...	1,581	...	(*f*) 1,632	1st half	LX	(*e*) Represents the amount paid to the Dibru-Sadiya railway for hire of rolling stock.
...	1,574	...	(*f*) 1,623	2nd half		
...	3,155	...	3,255	Total		(*f*) Including R51 in the first-half and R49 in the second-half of 1899 charged by the Dibru-Sadiya railway for working this railway. The details are included with the figures of the Dibru-Sadiya railway.
...	...	...	927	1st half	LXI	
			1,355	2nd half		
			2,282	Total		
36	30	...	36	1st half	LXII	(*g*) Opened for traffic on the 15th June 1899.
2,948	2,934	...	(*h*) 3,163	2nd half		
2,984	2,948	...	3,199	Total		
			1,705	1st half	LXIII	
			2,292	2nd half		
			3,997	Total		(*h*) Including R215 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	...	...	...	1st half	LXIV	
...	...	...	...	2nd half		
...	...	...	...	Total		
			1,485	1st half	LXV	(*i*) Opened for traffic on the 21st October 1899.
			1,153	2nd half		
			2,638	Total		
			1,967	1st half	LXVI	
			2,024	2nd half		
			3,991	Total		
			212	1st half	LXVII	
			238	2nd half		
			450	Total		
			...	1st half	LXVIII	(*j*) Opened for traffic on 1st December 1899.
			171	2nd half		
			171	Total		
1,362	28,193	...	28,193	1st half	LXXII	
1,660	49,715	...	49,715	2nd half		
3,022	77,908	...	77,908	Total		
167	1,477	...	1,477	1st half		
183	3,182	...	3,182	2nd half		
350	4,659	...	4,659	Total		
344	2,678	...	2,678	1st half	LXXIII	(*k*) Represents the amount paid to the Bhávnagar-Gondal-Junágad-Porbandar railway for use of rolling stock.
41	4,924	...	4,924	2nd half		
385	7,602	...	7,602	Total		(*l*) Including R1,099 in the first-half and R914 in the second-half of 1899 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
13,229	17,999	2,194	15,804	1st half	LXXIV	
10,520	15,280	1,755	13,526	2nd half		
23,749	33,279	3,949	29,330	Total		
...	5,234	...	(*l*) 6,333	1st half	LXXV	(*m*) Expenditure incurred direct by the state.
...	4,712	...	(*l*) 5,626	2nd half		(*n*) Including R702 in the first-half and R582 in the second-half of 1899, charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	9,946	...	11,959	Total		
(*m*) 84	84	...	(*m*) 784	1st half	LXXVI	
(*m*) 31	31	...	(*n*) 613	2nd half		
115	115	...	1,397	Total		
...	1,861	...	(*o*) 2,257	1st half	LXXVII	(*o*) Including R395 in the first half and R259 in the second half of 1899 charged by the Bhávnagar-Gondal-Junágad-Porband ar railway for working this railway. The details are included with the figures of the former line.
...	1,333	...	(*o*) 1,592	2nd half		
...	3,194	...	3,849	Total		
3,45,135	5,90,623	33,181	5,85,967	1st half		
4,27,265	6,86,574	36,003	6,82,461	2nd half		
7,72,400	12,77,197	69,184	12,68,428	Total (*a*)		

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. [From Abstract G of

Classification Number.	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	SPECIAL GAUGES.					
LXXXIII	Jorhát (2′ 0″)	1st half	Details not furnished.		...	...
		2nd half			...	...
		Total	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	Details not furnished.		...	...
		2nd half			...	...
		Total	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	135	23	4,752	...
		2nd half	421	56	4,339	...
		Total	556	79	9,091	...
LXXXVII	Bársi Light (2′ 6″)	1st half	87	5	358	648
		2nd half	15	8	...	617
		Total	102	13	358	1,265
LXXXVIII	Howrah-Amta (2′ 0″)	1st half				
		2nd half				
		Total	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half				
		2nd half				
		Total				
XC	Ránaghat-Krishnagar (2′ 6″) (a)	1st half				
		2nd half	...	...	...	...
		Total				
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	Details not furnished.			
		2nd half				
		Total				
XCII	Tezpore-Bálipárá (2′ 6″)	1st half	Details not furnished.			
		2nd half				
		Total				
XCIV	Gwalior Light (2′ 0″) (a)	1st half				
		2nd half	...	...	...	...
		Total				
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	38
		2nd half	605	...	...	38
		Total	605	...	...	76
XCVI	Rajpipla (2′ 6″)	1st half				
		2nd half	*Nil.*			
		Total				
XCVIII	Cooch Behar (2′ 6″)	1st half	Details not furnished.		...	
		2nd half			...	
		Total				
XCIX	Morvi (2′ 6″)	1st half	...	8	...	...
		2nd half	4,523	67	...	...
		Total	4,523	75	...	...
	TOTAL SPECIAL GAUGES	1st half	222	36	5,110	686
		2nd half	5,564	131	4,339	655
		Total	5,786	167	9,449	1,341
	TOTAL OF ALL GAUGES FOR THE YEAR		70,719	2,59,065	4,06,024	26,90,516

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
£	£	£	£			
...	537	...	537	1st half	LXXXIII	
...	392	...	392	2nd half		
...	929	...	929	Total		
...	114	...	114	1st half	LXXXIV	
...	83	...	83	2nd half		
...	197	...	197	Total		
3,006	7,916	...	7,916	1st half	LXXXVI	
3,302	8,118	...	8,118	2nd half		
6,308	16,034	...	16,034	Total		
...	1,098	...	1,098	1st half	LXXXVII	
...	640	...	640	2nd half		
...	1,738	...	1,738	Total		
...	...	...	...	1st half	LXXXVIII	
				2nd half		
				Total		
				1st half	LXXXIX	
				2nd half		
				Total		
...	...	...	...	1st half	XC	(a) Opened for traffic on the 5th April 1899.
				2nd half		
			...	Total		
	29	...	29	1st half	XCI	
	135	...	135	2nd half		
...	164	...	164	Total		
	282	...	282	1st half	XCII	
	934	...	934	2nd half		
...	1,216	...	1,216	Total		
...	...	...	...	1st half	XCIV	
				2nd half		
			...	Total		
...	38	...	38	1st half	XCV	
...	643	...	643	2nd half		
...	681	...	681	Total		
69	69	...	69	1st half	XCVI	
16	16	...	16	2nd half		
85	85		85	Total		
	240	...	240	1st half	XCVIII	
	122	...	122	2nd half		
	362	...	362	Total		
1,701	1,709	...	1,709	1st half	XCIX	
3,619	8,209	...	8,209	2nd half		
5,320	9,918	...	9,918	Total		
4,776	12,032	...	12,032	1st half		
6,937	19,292	...	19,292	2nd half		
11,713	31,324	...	31,324	Total		
20,34,388	54,64,279	1,43,069	54,41,155			

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	Standard gauge.						
I	East Indian(a)	1st half	682	2·00	66·00	1,432	182·36
		2nd half	757	2·00	75·00	1,488	126·68
		Total and average.	757	2·00	70·50	1,488	154·52
II	Bengal Central	1st half	23	...	4·00	97	6·00
		2nd half	27	...	4·00	97	10·00
		Total and average.	27	...	4.00	97	8·00
III	Bengal-Nágpur	1st half	126	12·00	16·64	293	32·00
		2nd half	139	1·00	15·78	305	35·32
		Total and average.	139	6·50	16·21	305	33·66
IV	Indian Midland	1st half	132	...	28·00	372	63·00
		2nd half	132	...	33·00	372	62·00
		Total and average.	132	...	30·50	372	62·50
VI	Godhra-Ratlam-Nágdá		Worked by the Bombay, Baroda and Central India railway.				
IX	Bezwada extension (East Coast State)		Worked by the Nizam's Guaranteed State railway.				
XI	North Western State	1st half	(d) 641	47·03	110·77	(d) 1,758	155·26
		2nd half	(d) 652	56·72	118·95	(d) 1,758	137·03
		Total and average.	652	51·88	114·86	1,758	146·14
XII	Hyderabad-Shadipalli		Worked by the North Western State railway.			...	...
XIII	Oudh and Rohilkhand State	1st half	169	2·41	22·30	598	22·43
		2nd half	172	8·06	17·19	613	22·32
		Total and average.	172	5·23	19·74	613	22·38
XIV	Eastern Bengal State	1st half	104	...	22·29	411	70·16
		2nd half	113	...	12·62	423	57·48
		Total and average.	113	...	17·45	423	63·82
XV	Calcutta Port Commissioners'	1st half	8	...	1·00	...	...
		2nd half	8	...	1·00	...	...
		Total and average.	8	...	1·00	...	...
XVI	East Coast State	1st half	77	3·98	10·15	330	15·49
		2nd half	77	3·44	9·30	346	27·55
		Total and average.	77	3·71	9·73	346	21·52
	Washermenpet-Ennúr section (Bezwada-Madras).(g)		Worked by the Madras railway.				
	Total Standard gauge carried over	1st half	1,962	67·42	281·15	5,291	546·70
		2nd half	2,077	71·22	286·84	5,402	478·38
		Total and average.	2,077	69·32	283·99	5,402	512·54

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.						1899.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
12,268	327·68	418	54·85	14,118	564·89	1st half	I	(a) Including the stock in use on lines under construction.
13,140	267·76	458	19·20	15,086	413·64	2nd half		
13,140	297·72	458	37·03	15,086	489·27	Total and average.		
492	3·00	(b) 23	...	612	9·00	1st half	II	(b) Including 13 composites (brake-vans and 3rd class).
489	15·co	(b) 23	1·00	609	26·00	2nd half		
489	9·00	23	0·50	609	17·50	Total and average.		
3,450	70·27	123	5·89	3,866	108·16	1st half	III	
3,708	117·19	143	8·63	4,156	161·14	2nd half		
3,708	93·73	143	7·26	4,156	134·65	Total and average.		
2,058	115·00	(c) 122	10·00	2,552	188·00	1st half	IV	(c) Including 50 composites (brake-vans and 3rd class).
2,195	99·00	(c) 122	11·00	2,089	172·00	2nd half		
2,195	107·00	122	10·50	2,689	180·00	Total and average.		
...	...	...	...	...	...		VI	
...	...	...	...	...	...		IX	
11,289	551·29	555	42·71	(d) 13,602	749·26	1st half	XI	(d) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
11,351	407·08	555	42·76	(d) 13,664	586·87	2nd half		
11,351	479·19	555	42·73	13,664	668·06	Total and average.		
...	...	...	...	...	...		XII	
4,355	130·36	153	11·47	5,106	164·26	1st half	XIII	
4,391	87·47	153	10·64	5,157	120·43	2nd half		
4,391	108·92	153	11·05	5,157	142·35	Total and average.		
2,237	192·81	(e) 79	15·35	2,727	278·32	1st half	XIV	(e) Including 14 composites (8 intermediate and brakevans and 6 third class and brake-vans).
2,283	64·85	(f) 83	7·79	2,789	130·12	2nd half		(f) Including 18 composites (8 intermediate and brake-vans and 10 third class and brake-vans).
2,283	128·83	83	11·57	2,789	204·22	Total and average.		
372	10·00	...	...	372	10·00	1st half	XV	
372	9·00	...	...	372	9·00	2nd half		
372	9·50	...	...	372	9·50	Total and average.		
1,708	23·39	85	4·52	2,123	43·40	1st half	XVI	
1,708	38·40	85	5·29	2,139	71·24	2nd half		
1,708	30·89	85	4·91	2,139	57·32	Total and average.		
...	...	...	...	...	...			(g) Transferred to the East Coast State railway from 1st July 1899.
38,229	1,423·80	1,558	144·79	45,078	2,115·29	1st half		
39,637	1,105·75	1,622	106·31	46,661	1,690·14	2nd half		
39,637	1,264·78	1,622	125·55	46,661	1,902·87	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE.	1st half	1,962	67·42	281·15	5,291	546·70
		2nd half	2,077	71·22	286·84	5,402	478·38
		Total and average.	2,077	69·32	283·99	5,402	512·54
XVII	Great Indian Peninsula	1st half	605	...	134·00	1,136	114·00
		2nd half	605	...	134·00	1,129	111·00
		Total and average.	605	...	134·00	1,129	112·50
XVIII	Bombay, Baroda and Central India.	1st half	171	...	27·00	447	49·00
		2nd half	172	...	24·00	440	52·00
		Total and average.	172	...	25·50	440	50·50
XIX	Madras	1st half	168	7·00	32·00	655	61·00
		2nd half	168	1·00	36·00	660	68·00
		Total and average.	168	4·00	34·00	660	64·50
XXIII	Southern Punjab (Delhi-Samásata).		Worked by the North Western State railway.				...
XXV	Tapti Valley		Worked by the Bombay, Baroda and Central India railway.				...
XXXI	The Nizam's Guaranteed State.	1st half	50	2·00	12·77	120	15·63
		2nd half	54	2·00	10·00	120	18·34
		Total and average.	54	2·00	11·39	120	16·98
XXXII	Nágdá-Ujjain		Worked by the Bombay, Baroda and Central India railway.				...
XXXIII	The Gaekwar's Petlád						
XXXIV	Kolar Gold-fields		Worked by the Madras railway.				...
XXXVI	Rájpura-Bhátinda		Worked by the North Western State railway.				...
XXXVII	Jammu and Kashmir						
	TOTAL STANDARD GAUGE	1st half	2,956	76·42	486·92	7,649	786·33
		2nd half	3,076	74·22	490·84	7,751	727·72
		Total and average.	3,076 –	75·32	488·88	7,751	757·02
XXXIX	METRE GAUGE.						
	Bengal and North-Western— Tirhoot section	1st half	155	4·00	25·67	553	49·23
	Company's section	2nd half	155	6·00	18·17	615	65·18
		Total and average.	155	5·00	21·92	615	57·20
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).		Worked by the Rohilkund and Kumaon railway (Company's section).				...
XLI	Rajputana-Malwa	1st half	420	...	67·03	1,347	146·82
		2nd half	424	3·00	73·71	1,381	123·32
		Total and average.	424	1·50	70·37	1,381	135·07
XLII	Pálanpur-Deesa		Worked by the Rajputana-Malwa railway.			...	...
XLIII	Southern Mahratta	1st half	(b) 177	37·00	36·69	574	82·33
		2nd half	(b) 178	32·00	37·71	592	79·52
		Total and average	178	34·50	37·20	592	80·93
XLIV	Guntakal-Mysore frontier		Worked by the Southern Mahratta railway.			...	...
XLV	Mysore section (Southern Mahratta).	1st half	41	7·00	8·72	173	21·31
		2nd half	41	...	10·58	175	26·49
		Total and average.	41	3·50	9·65	175	23·90
XLVI	South Indian	1st half	(e) 208	2·00	28·06	893	73·40
		2nd half	(f) 208	5·00	56·52	901	79·05
		Total and average.	208	3·50	42·29	901	76·23
	TOTAL METRE GAUGE carried over.	1st half	1,001	50·00	166·17	3,540	373·09
		2nd half	1,006	46·00	196·69	3,664	373·56
		Total and average.	1,006	48·00	181·43	3,664	373·33

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.						1899.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
38,229	1,423·80	1,558	144·79	45,078	2,115·29	1st half		
39,637	1,105·75	1,622	106·31	46,661	1,690·44	2nd half		
39,637	1,264·78	1,622	125·55	46,661	1,902·87	Total and average.		
7,863	679·00	(*a*) 650	45·00	9,649	838·00	1st half	XVII	
7,863	439·00	(*a*) 650	44·00	9,642	594·00	2nd half		
7,863	559·00	650	44·50	9,642	716·00	Total and average.		
4,272	238·00	100	17·00	4,819	304·00	1st half	XVIII	
4,275	258·00	100	18·00	4,815	328·00	2nd half		
4,275	248·00	100	17·50	4,815	316·00	Total and average.		
2,995	115·00	177	16·00	3,827	192·00	1st half	XIX	(*a*) Including 115 composites (brake-vans and 3rd class).
2,997	120·00	177	19·00	3,834	207·00	2nd half		
2,997	117·50	177	17·50	3,834	199·50	Total and average.		
...	...	...	...	...	...		XXIII	
...	...	...	...	...	...		XXV	
862	54·22	41	7·25	1,023	77·10	1st half	XXXI	
932	37·06	49	4·52	1,101	59·92	2nd half		
932	45·64	49	5·89	1,101	68·51	Total and average.		
...	...	...	...	...	...		XXXII	
...	...	...	...	...	...		XXXIII	
...	...	...	...	...	...		XXXIV	
...	...	...	...	...	...		XXXVI	
							XXXVII	
54,221	2,510·02	2,526	230·04	64,396	3,526·39	1st half		
55,704	1,959·81	2,598	191·83	66,053	2,879·36	2nd half		
55,704	2,234·92	2,598	210·94	66,053	3,202·88	Total and average.		
4,366	251·48	102	5·37	5,021	306·08	1st half	XXXIX	
4,538	189·45	125	7·37	5,278	262·00	2nd half		
4,538	220·47	125	6·37	5,278	284·04	Total and average.		
...	...	...	...	...	...		XL	
6,990	232·93	312	29·86	8,649	409·61	1st half	XLI	
6,990	252·16	312	23·14	8,683	398·62	2nd half		
6,990	242·55	312	26·50	8,683	404·12	Total and average.		
...	...	...	...	...	...		XLII	
4,009	242·02	(*c*) 145	22·74	4,728	347·09	1st half	XLIII	(*b*) Including the tender of a condemned engine.
3,996	260·53	(*c*) 145	14·68	4,733	354·73	2nd half		
3,966	251·27	145	18·71	4,733	350·91	Total and average.		(*c*) Including 110 composites (brake-vans and 3rd class).
...	...	...	...	...	...		XLIV	
695	51·45	(*d*) 31	...	899	72·76	1st half	XLV	(*d*) Including 28 composites (brake-vans and 3rd class).
693	54·76	(*d*) 31	4·03	899	85·28	2nd half		
693	53·11	31	2·01	899	79·02	Total and average.		
3,293	198·27	(*g*) 80	4·05	4,266	275·72	1st half	XLVI	(*e*) Including 2 condemned engines.
3,297	208·76	(*g*) 80	34·21	4,278	322·02	2nd half		
3,297	203·51	80	19·13	4,278	298·87	Total and average.		(*f*) Including 5 condemned engines.
19,353	976·15	670	62·02	23,563	1,411·26	1st half		
19,514	965·66	693	83·43	23,871	1,422·65	2nd half		
19,514	970·91	693	72·72	23,871	1,416·96	Total and average.		(*g*) Including 28 composites (brake-vans and 3rd class).

APPENDIX
STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	Metre gauge—*contd.*						
	Brought forward Metre gauge	1st half	1,001	50·00	166·17	3,540	373·09
		2nd half	1,006	46·00	196·69	3,664	373·56
		Total and average.	1,006	48·00	181·43	3,664	373·33
XLVII	Máyavaram-Mutupet		Worked by the South Indian railway.			...	...
XLVIII	Assam-Bengal	1st half	53	9·00	5·12	135	12·48
		2nd half	53	12·00	7·42	134	23·58
		Total and average.	53	10·50	6·27	134	18·03
XLIX	Burma	1st half	151	3·00	13·55	621	31·64
		2nd half	170	15·00	14·48	634	78·34
		Total and average	170	9·00	14·02	634	54·99
L	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlia, 2′ 6″ gauge, branch).	1st half	104	6·49	13·91	437	39·33
		2nd half	104	7·46	16·73	469	41·42
	Dacca section	Total and average.	104	6·97	15·32	469	40·37
LIII	Deoghur		Information not recorded in Revenue Accounts.			...	...
LIV	Brahmaputra-Sultanpur*		Worked by the Eastern Bengal State railway.			...	...
LV	Mymensing-Jamálpur-Jagannathganj.						
LVI	Rohilkund and Kumaon (Company's section). (*f*)	1st half	27	1·00	4·16	153	18·08
		2nd half	27	1·00	4·31	172	15·92
		Total and average.	27	1·00	4·24	172	17·30
LVII	Segowlie-Raxaul*		Worked by the Bengal & North-Western railway.			...	...
LVIII	Bengal Doars	1st half	4	...	1·00	21	...
		2nd half	4	...	1·00	21	...
		Total and average.	4	...	1·00	21	...
LIX	Dibru-Sadiya	1st half	18	...	6·22	51	7·39
		2nd half	18	...	6·18	54	8·79
		Total and average.	18	...	6·20	54	8·09
LX	Ledo and Tikak-Margherita Colliery.		Worked by the Dibru-Sadiya railway.			...	...
LXI	Ahmedabad-Parántij		Worked by the Rajputana-Malwa railway.			...	...
LXII	Nilgiri	1st half	4	...	...	8	...
		2nd half	4	...	...	8	...
		Total and average.	4	...	...	8	...
LXIII	The Gaekwar's Mehsána		Worked by the Rajputana-Malwa railway.			...	...
LXIV	Hyderabad-Gódávari Valley*	1st half	...	...	...	...	...
		2nd half	15	...	...	29	...
		Total and average.	15	...	...	29	...
LXV	Kolhápur						
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd		Worked by the Southern Mahratta railway.			...	...
LXVIII	Birur-Shimoga*						
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1st half	17	...	1·09	80	6·11
		2nd half	17	...	1·66	80	6·72
		Total and average.	17	...	1·37	80	6·41
	Bikaner section		Worked by the Jodhpur-Bikaner railway (Jodhpur section).				
LXXIII	Udaipur-Chitor	1st half	2	...	...	22	2·16
		2nd half	2	...	...	20	1·25
		Total and average.	2	...	...	20	1·71
	Total Metre gauge carried over	1st half	1,381	69·49	211·22	5,069	490·88
		2nd half	1,420	81·46	248·47	5,277	549·58
		Total and average. (*f*)	1,420	75·47	229·85	5,277	520·23

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.						1899.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
19,353	976·15	670	62·02	23,563	1,411·26	1st half		
19,514	965·66	693	83·43	23,871	1,422·65	2nd half		
19,514	970·91	693	72·72	23,871	1,416·96	Total and average.		
...	...	..	...	...	...		XLVII	(*a*) Including 16 composites (brake-vans and intermediate class).
1,109	37·68	(*a*) 38	0·45	1,282	50·61	1st half	XLVIII	(*b*) Including 21 composites (brake-vans and intermediate class).
1,161	26·44	(*b*) 38	5·48	1,333	55·50	2nd half		
1,161	32·06	38	2·97	1,333	53·06	Total and average.		
3,594	259·22	(*c*) 144	9·20	4,359	300·06	1st half	XLIX	(*c*) Including 9 composites (5 brake-vans and third class and 4 brake and luggage vans).
3,605	333·83	(*d*) 152	16·39	4,391	428·56	2nd half		(*d*) Including 17 composites (5 brake-vans and 3rd class and 12 brake and luggage vans).
3,605	290·52	152	12·80	4,391	364·31	Total and average.		
2,818	153·66	(*e*) 63	4·56	3,318	197·55	1st half	L	(*e*) Including 4 composites (third class, luggage and brake-vans).
2,817	97·08	(*e*) 67	2·04	3,353	140·54	2nd half		
2,817	125·37	67	3·30	3,353	169·04	Total and average.		
...	...	...	...	...	...		LIII	
...	...	...	...	...	...		LIV	
							LV	
771	32·95	(*g*) 27	2·08	951	53·71	1st half	LVI	(*f*) Including the Lucknow-Bareilly section.
771	45·64	(*h*) 30	2·22	973	63·78	2nd half		(*g*) Including 18 composites (brake-vans and postal).
771	39·30	30	2·15	973	58·75	Total and average.		
...	...	...	...	...	...		LVII	(*h*) Including 21 composites (brake-vans and postal).
107	...	5	...	133	...	1st half	LVIII	
107	2·00	5	...	133	2·00	2nd half		
107	1·00	5	...	133	1·00	Total and average.		
799	34·60	(*i*) 25	4·29	875	46·28	1st half	LIX	(*i*) Including 6 composites (brake-vans and postal).
799	22·59	(*i*) 26	3·27	879	34·65	2nd half		
799	28·60	26	3·78	879	40·47	Total and average.		
...	...	...	...	...	...		LX	
...	...	...	...	...	...		LXI	
16	...	4	...	28	...	1st half	LXII	*Opened for traffic during 1899.
16	...	4	...	28	...	2nd half		
16	...	4	...	28	...	Total and average.		
...	...	...	...	...	...		LXIII	
...	...	...	...	...	...	1st half	LXIV	
203	...	10	...	242	...	2nd half		
203	...	10	...	242	...	Total and average.		
...	...	...	...	...	...		LXV	
							LXVI	
							LXVII	
							LXVIII	
250	5·76	14	0·75	344	12 62	1st half	LXXII	
250	5·61	14	0·78	344	13·11	2nd half		
250	5·68	14	0·76	344	12·85	Total and average.		
...	...	...	...	...	...			
35	0·09	3	...	60	2·25	1st half	LXXIII	
35	1·13	3	0·39	58	2·77	2nd half		
35	0·61	3	0·19	58	2·51	Total and average.		
28,836	1,500·11	989	83·35	34,885	2,074·34	1st half		
29,262	1,499·98	1,038	114·00	35,577	2,163·56	2nd half		
29,262	1,500·05	1,038	98·67	35,577	2,118·95 (*j*)	Total and average.		(*j*) Excluding the Deoghur railway.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE	1st half	1,381	69·49	211·22	5,060	490·88
		2nd half	1,420	84·46	248·47	5,277	549·58
		Total and average. (a)	1,420	75·47	229·85	5,277	520·23
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	33	5·31	5·30	190	18·27
		2nd half	33	5·35	5·73	190	11·77
		Total and average.	33	5·33	5·51	190	15·02
LXXV	Jetalsar-Rájkot		Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXVI	Jámnagar	1st half	4	...	...	24	1·52
		2nd half	4	...	...	24	0·36
		Total and average.	4	...	...	24	0·94
LXXVII	Dhrángadrá		Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.				
	TOTAL METRE GAUGE	1st half	1,418	74·80	216·52	5,274	510·67
		2nd half	1,457	86·81	251·20	5,491	561·71
		Total and average. (a)	1,457	80·80	235·36	5,491	536·19
	SPECIAL GAUGES.						
LXXXIII	Jorhát (2′ 0″)		Information not recorded in Revenue Accounts.				...
LXXXIV	Cherra-Companyganj (2′ 6″)						
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	14	...	1·00	67	4·00
		2nd half	14	...	1·00	70	4·00
		Total and average.	14	...	1·00	70	4·00
LXXXVII	Bársi Light (2′ 6″)	1st half	6	...	2·00	7	...
		2nd half	6	...	1·00	7	...
		Total and average.	6	...	1·50	7	...
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	5	...	...	46	...
		2nd half	6	...	...	46	...
		Total and average.	6	...	...	46	...
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	3	...	...	18	...
		2nd half	3	...	...	18	...
		Total and average.	3	...	...	18	...
XC	Ránaghat-Krishnagar (2′ 6″)*	1st half	...	...	...	...	...
		2nd half	2	...	...	11	...
		Total and average.	2	...	...	11	...
XCI	Tarakeshwar-Magra (2′ 6″)		Information not recorded in Revenue Accounts.				
XCII	Tezpore-Bálipárá (2′ 6″)						
XCIV	Gwalior Light*						
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	8	...	1·00	36	1·00
		2nd half	8	...	...	36	...
		Total and average.	8	...	0·50	36	0·50
XCVI	Rajpipla (2′ 6″)	1st half	3	...	...	7	...
		2nd half	3	...	...	7	...
		Total and average.	3	...	...	7	...
XCVIII	Cooch Behar (2′ 6″)	1st half	3	...	0·64	9	0·09
		2nd half	5	...	0·41	9	0·32
		Total and average.	5	...	0·52	9	0·20
XCIX	Morvi (2′ 6″)	1st half	8	...	2·00	47	7·00
		2nd half	8	...	2·00	47	10·00
		Total and average.	8	...	2·00	47	8·50
	TOTAL SPECIAL GAUGES (c)	1st half	50	...	6·64	237	12·09
		2nd half	55	...	4·41	251	14·32
		Total and average.	55	...	5·52	251	13·20
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR (d)		4,508	156·12	729·76	13,493	1,306·41

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.						1899.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
28,836	1,500·11	989	83·35	34,885	2,074·34	1st half		(a) Excluding the Deoghur railway.
29,262	1,499·98	1,038	114·00	35,577	2,163·56	2nd half		
29,262	1,500·05	1,038	98·67	35,577	2,118·95	Total and average. (a)		
895	31·90	37	2·28	1,122	52·45	1st half	LXXIV	
895	42·26	37	2·10	1,122	56·13	2nd half		
895	37·08	37	2·19	1,122	54·29	Total and average.		
...	...	...	...	...	...		LXXV	
100	2·13	4	0·11	128	3·76	1st half	LXXVI	
100	4·78	4	...	128	5·14	2nd half		
100	3·45	4	0·06	128	4·45	Total and average.		
...	...	...	...	...	...		LXXVII	
29,831	1,534·14	1,030	85·74	36,135	2,130·55	1st half		
30,257	1,547·02	1,079	116·10	36,827	2,224·83	2nd half		
30,257	1,540·58	1,079	100·92	36,827	2,177·69	Total and average. (a)		
...	...	...	...	...	...		LXXXIII LXXXIV	
192	6·00	...	...	259	10·00	1st half	LXXXVI	
192	6·00	...	...	262	10·00	2nd half		
192	6·00	...	...	262	10·00	Total and average.		
65	1·00	...	...	72	1·00	1st half	LXXXVII	
65	1·00	...	...	72	1·00	2nd half		
65	1·00	...	...	72	1·00	Total and average.		
20	...	...	...	66	...	1st half	LXXXVIII	
20	...	...	...	66	...	2nd half		
20	...	...	...	66	...	Total and average.		
10	...	...	...	28	...	1st half	LXXXIX	
10	...	...	...	28	...	2nd half		
10	...	...	...	28	...	Total and average.		
...	...	...	...	...	...	1st half	XC	
8	...	3	...	22	...	2nd half		
8	...	3	...	22	...	Total and average.		
							XCI XCII XCIV	*Opened for traffic during 1899.
203	10·00	8	...	247	11·00	1st half	XCV	(b) Four composites (2 intermediate class and brake-vans) (13rd class and brake-van) and (1 3rd class, postal compartment and brake-van).
197	11·00	8	...	241	11·00	2nd half		
197	10·50	8	...	241	11·00	Total and average.		
33	1·00	3	...	43	1·00	1st half	XCVI	
33	1·00	3	...	43	1·00	2nd half		
33	1·00	3	...	43	1·00	Total and average.		
105	0·53	(b)4	0·03	118	0·65	1st half	XCVIII	
133	1·76	(b)4	0·05	146	2·13	2nd half		
133	1·15	4	0·04	146	1·39	Total and average.		
115	5·00	7	2·00	169	14·00	1st half	XCIX	(c) Excluding the Jorhát Cherra-Companyganj, Tarakeshwar Magra, Tezpur-Balipara and the Gwalior Light railways.
115	3·00	7	2·00	169	15·00	2nd half		
115	4·00	7	2·00	169	14·50	Total and average.		
743	23·53	22	2·03	1,002	37·65	1st half		(d) *Vide* remarks (a) and (c).
773	23·76	25	2·05	1,049	40·13	2nd half		
773	23·65	25	2·04	1,049	38·89	Total and average.		
86,734	3,799·15	3,732	313·90	1,03,929	5,419·46	...		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XIV of

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	1,213,101	3,850,135	1,790,813	373,862
		2nd half	1,255,052	4,038,365	1,870,884	418,191
		Total	2,468,153	7,888,500	3,661,697	792,053
II	Bengal Central	1st half	59,392	34,950	96,878	1,601
		2nd half	32,231	59,689	121,461	3,973
		Total	91,623	94,639	218,339	5,574
III	Bengal-Nágpur	1st half	236,468	219,276	631,687	8,196
		2nd half	248,815	360,364	617,609	5,890
		Total	485,283	579,640	1,249,296	14,086
IV	Indian Midland	1st half	221,393	311,184	583,220	30,164
		2nd half	229,195	261,802	612,119	31,279
		Total	450,588	572,986	1,195,339	61,443
VI	Godhra-Rutlam-Nágdá	1st half	Details included with the Rajputana-Malwa railway.			...
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	22	6,248	7,964	22
		2nd half	...	10,252	10,142	...
		Total	22	16,500	18,106	22
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	440	1,107	13,688	...
		2nd half	Incorporated with the East Coast State railway from 1st July 1900.			
		Total	440	1,107	13,688	...
XI	North Western State	1st half	1,012,577	2,100,005	1,543,383	151,398
		2nd half	1,029,525	1,755,675	1,603,429	110,217
		Total	2,042,102	3,855,680	3,146,812	261,615
XII	Hyderabad-Shadipalli	1st half	114	852	24,879	142
		2nd half	14	3,034	25,312	382
		Total	128	3,886	50,191	524
XIII	Oudh and Rohilkhand State	1st half	346,857	660,636	660,334	11,927
		2nd half	291,314	518,198	681,572	11,277
		Total	638,171	1,178,834	1,341,906	23,204
XIV	Eastern Bengal State	1st half	385,394	285,423	207,085	20,126
		2nd half	407,408	488,774	198,970	14,198
		Total	792,802	774,197	406,055	33,324
XV	Calcutta Port Commissioners'	1st half	Information not furnished.			...
		2nd half				
		Total				
XVI	East Coast State	1st half	2,051	130,307	543,706	13,390
		2nd half	3,583	112,731	668,999	15,380
		Total	5,634	243,038	1,212,705	28,770
XVII	Great Indian Peninsula (a)	1st half	1,941,351	2,592,719	118,680	222,067
		2nd half	2,052,014	2,166,607	130,450	230,044
		Total	3,993,365	4,759,326	249,130	452,111
XVIII	Bombay, Baroda and Central India	1st half	600,679	625,880	169,229	660
		2nd half	599,223	611,860	170,541	9,492
		Total	1,199,902	1,237,740	339,770	10,152
XIX	Madras	1st half	455,317	161,270	608,166	34,584
		2nd half	467,773	250,081	620,816	44,213
		Total	923,090	411,351	1,228,982	78,797
XXIII	Southern Punjab (Delhi-Samásata)	1st half	665	74,387	308,059	4,249
		2nd half	264	44,573	242,500	4,143
		Total	929	118,960	550,559	8,392
XXV	Tápti Valley	1st half	152	76	13,604	42
		2nd half	...	12,551	33,064	73
		Total	152	12,627	46,668	115
XXXI	The Nizam's Guaranteed State	1st half	45,968	161,247	219,714	1,195
		2nd half	46,033	211,971	231,345	1,342
		Total	92,001	373,218	451,059	2,537
XXXII	Nágdá-Ujjain	1st half	68	531	12,398	...
		2nd half	103	3,012	12,604	34
		Total	171	3,543	25,002	34
XXXIII	The Gaekwar's Petlád	1st half	...	...	9,593	...
		2nd half	...	...	9,752	...
		Total	...	...	19,345	...
XXXIV	Kolar Gold-fields	1st half	...	1,314	14,624	360
		2nd half	2,690	6,757	12,038	616
		Total	2,690	8,071	26,662	976
	Total standard gauge carried over	1st half	6,522,009	11,217,547	7,527,704	873,985
		2nd half	6,665,237	19,916,296	7,873,607	900,744
		Total	13,187,246	22,133,843	15,451,311	1,774,729

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
Coaching.	Goods.						
2,685,572	4,542,339	7,227,911	1,682,316	8,910,227	1st half	I	
2,795,164	4,787,328	7,582,492	1,682,970	9,265,462	2nd half		
5,480,736	9,329,667	14,810,403	3,365,286	18,175,689	Total		
132,751	60,070	192,821	19,551	212,372	1st half	II	
122,851	94,503	217,354	23,500	240,854	2nd half		
255,602	154,573	410,175	43,051	453,226	Total		
398,091	697,536	1,095,627	118,276	1,213,903	1st half	III	
434,667	798,011	1,232,678	133,936	1,366,614	2nd half		
832,758	1,495,547	2,328,305	252,212	2,580,517	Total		
473,331	672,630	1,145,961	184,449	1,330,410	1st half	IV	
499,782	634,613	1,134,395	166,190	1,300,585	2nd half		
973,113	1,307,243	2,280,356	350,639	2,630,995	Total		
...	...	131,302	12,487	143,789	1st half	VI	
...	...	121,975	12,856	134,831	2nd half		
...	...	253,277	25,343	278,620	Total		
4,682	9,574	14,256	7,732	21,988	1st half	IX	
6,016	14,378	20,394	8,674	29,068	2nd half		
10,698	23,952	34,650	16,406	51,056	Total		
10,108	5,127	15,235	112	15,347	1st half		
...	...	...	...	...	2nd half		
10,100	5,127	15,235	112	15,347	Total		
1,929,849	2,877,514	4,807,363	605,657	5,413,020	1st half	XI	
2,021,556	2,477,290	4,498,846	630,538	5,129,384	2nd half		
3,951,405	5,354,804	9,306,209	1,236,195	10,542,404	Total		
10,815	15,172	25,987	9,532	35,519	1st half	XII	
11,425	17,317	28,742	10,118	38,860	2nd half		
22,240	32,489	54,729	19,650	74,379	Total		
758,023	921,731	1,679,754	253,739	1,933,493	1st half	XIII	
729,047	773,314	1,502,361	262,046	1,764,407	2nd half		
1,487,070	1,695,045	3,182,115	515,785	3,697,900	Total		
517,796	380,232	898,028	392,559	1,290,587	1st half	XIV	
538,583	570,767	1,109,350	442,561	1,551,911	2nd half		
1,056,379	950,999	2,007,378	835,120	2,842,498	Total		
					1st half	XV	
					2nd half		
					Total		
278,081	411,373	689,454	73,142	762,596	1st half	XVI	
350,797	449,896	800,693	74,872	875,565	2nd half		
628,878	861,269	1,490,147	148,014	1,638,161	Total		
2,014,936	2,859,881	4,874,817	697,820	5,572,637	1st half	XVII	
2,142,561	2,436,554	4,579,115	615,945	5,195,060	2nd half		
4,157,497	5,296,435	9,453,932	1,313,765	10,767,697	Total		
683,317	713,131	1,396,448	232,651	1,629,099	1st half	XVIII	
697,334	693,782	1,391,116	236,653	1,627,769	2nd half		
1,380,651	1,406,913	2,787,564	469,304	3,256,868	Total		
594,961	664,376	1,259,337	270,021	1,529,358	1st half	XIX	
615,932	766,951	1,382,883	288,895	1,671,778	2nd half		
1,210,893	1,431,327	2,642,220	558,916	3,201,136	Total		
91,394	295,966	387,360	45,358	432,718	1st half	XXIII	
95,491	195,989	291,480	44,157	335,637	2nd half		
186,885	491,955	678,840	89,515	768,355	Total		
5,243	8,631	13,874	1,819	15,693	1st half	XXV	
13,029	32,659	45,688	2,442	48,130	2nd half		
18,272	41,290	59,562	4,261	63,823	Total		
104,791	323,833	428,124	57,409	485,533	1st half	XXXI	
108,572	382,119	490,691	66,646	557,337	2nd half		
212,863	705,952	918,815	124,055	1,042,870	Total		
5,019	7,978	12,997	4,962	17,959	1st half	XXXII	
5,328	10,425	15,753	5,747	21,500	2nd half		
10,347	18,403	28,750	10,709	39,459	Total		
5,749	3,844	9,593	646	10,239	1st half	XXXIII	
6,369	3,383	9,752	456	10,208	2nd half		
12,118	7,227	19,345	1,102	20,447	Total		
6,078	10,220	16,298	644	16,942	1st half	XXXIV	
7,536	14,565	22,101	1,343	23,444	2nd half		
13,614	24,785	38,399	1,987	40,386	Total		
10,710,087	15,481,158	26,322,547	4,670,882	30,993,429	1st half		
11,202,040	15,153,844	26,477,859	4,710,545	31,188,404	2nd half		
21,912,127	30,635,002	52,800,406	9,381,427	62,181,833	Total		

(a) Including the Wardha Cos. Dhond-Manmád, Khámgaón and Amráoti railways.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XIV

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	STANDARD GAUGE—*concld.*					
	Brought forward STANDARD GAUGE	1st half	6,522,009	11,217,547	7,572,704	873,985
		2nd half	6,665,237	10,916,296	7,873,607	900,744
		Total	13,187,246	22,133,843	15,451,311	1,774,729
XXXVI	Rájpura-Bhátinda	1st half	631	13,611	83,712	2,826
		2nd half	707	10,843	85,100	3,046
		Total	1,338	24,454	168,812	5,872
XXXVII	Jammu and Kashmir (Native State section).	1st half	32	288	11,584	98
		2nd half	96	32	11,776	32
		Total	128	320	23,360	130
	TOTAL STANDARD GAUGE	1st half	6,522,672	11,231,446	7,673,000	876,909
		2nd half	6,666,040	10,927,171	7,970,483	903,822
		Total	13,188,712	22,158,617	15,643,483	1,780,731
	METRE GAUGE.					
XXXIX	Bengal and North-Western— Tirhoot section / Company's section	1st half	237,341	475,814	679,972	22,072
		2nd half	328,995	444,762	619,854	16,027
		Total	566,336	920,576	1,299,826	38,099
XL	Lucknow-Bareilly section (Rohilkhand and Kumaon).	1st half	Included with the Rohilkhand and Kumaon railway (Company's section.)			
		2nd half				
		Total				
XLI	Rajputana-Malwa (*a*)	1st half	337,317	1,345,455	1,226,148	48,840
		2nd half	322,270	1,913,422	1,270,916	113,988
		Total	659,587	3,258,877	2,497,064	162,828
XLII	Pálanpur-Deesa	1st half	51	...	6,154	51
		2nd half	34	986	6,256	510
		Total	85	986	12,410	561
XLIII	Southern Mahratta	1st half	135,610	410,659	427,996	4,509
		2nd half	130,467	559,541	520,181	10,722
		Total	266,077	970,200	948,177	15,231
XLIV	Guntakal-Mysore frontier	1st half	1,073	26,926	46,618	407
		2nd half	140	27,592	50,289	176
		Total	1,213	54,518	96,907	583
XLV	Mysore section (Southern Mahratta)	1st half	20,933	58,693	120,281	164
		2nd half	2,520	58,031	145,984	9
		Total	23,453	116,724	266,265	173
XLVI	South Indian	1st half	584,471	583,199	470,716	19,564
		2nd half	587,234	559,575	428,517	16,065
		Total	171,705	1,142,774	899,233	35,629
XLVII	Máyavaram-Mutupet	1st half	114	5,460	51,263	96
		2nd half	60	3,809	52,016	174
		Total	174	9,269	103,279	270
XLVIII	Assam-Bengal	1st half	3,262	114,192	195,548	4,481
		2nd half	641	91,259	198,766	3,082
		Total	3,903	205,451	394,314	7,563
XLIX	Burma	1st half	184,903	357,116	944,246	34,674
		2nd half	185,774	243,955	970,737	24,391
		Total	370,677	601,071	1,914,983	59,065
L	Eastern Bengal State— Northern and Behár sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	1st half	129,744	322,750	455,911	3,685
	Dacca section	2nd half	141,380	383,794	451,523	4,462
		Total	271,124	706,544	907,434	8,147
LIII	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LIV	Brahmaputra Sultanpur (*b*)	1st half	...	6,726	4,550	...
		2nd half	...	13,676	9,175	...
		Total	...	20,402	13,725	...
LV	Mymensingh-Jamálpur-Jagannathganj	1st half	14	10,624	11,946	...
		2nd half	33	8,679	24,722	...
		Total	47	19,303	36,668	...
LVI	Rohilkhund and Kumaon (Company's section). (*c*)	1st half	3,144	94,996	196,858	7,128
		2nd half	1,426	90,377	180,075	6,057
		Total	4,570	185,373	376,933	13,185
	TOTAL METRE GAUGE carried over	1st half	1,637,977	3,812,610	4,838,207	145,671
		2nd half	1,700,974	4,399,458	4,929,011	195,663
		Total (*d*)	3,338,951	8,212,068	9,767,218	341,334

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	REMARKS.
Coaching.	Goods.						
10,710,087	15,481,158	26,322,547	4,670,882	30,993,429	1st half		
11,202,040	15,153,844	26,477,859	4,710,545	31,188,404	2nd half		
21,912,127	30,635,002	52,800,406	9,381,427	62,181,833	Total		
46,680	54,100	100,780	11,448	112,228	1st half	XXXVI	
49,407	50,289	99,696	11,501	111,197	2nd half		
96,087	104,389	200,476	22,949	223,425	Total		
9,154	2,848	12,002	217	12,219	1st half	XXXVII	
9,781	2,155	11,936	124	12,060	2nd half		
18,935	5,003	23,938	341	24,279	Total		
10,765,921	15,538,106	26,435,329	4,682,547	31,117,876	1st half		
11,261,228	15,206,288	26,589,491	4,722,170	31,311,661	2nd half		
22,027,149	30,744,394	53,024,820	9,404,717	62,429,537	Total		
631,507	783,692	1,415,199	248,112	1,663,311	1st half	XXXIX	
693,269	716,369	1,409,638	247,735	1,657,373	2nd half		
1,324,776	1,500,061	2,824,837	495,847	3,320,684	Total		
					1st half	XL	
					2nd half		
					Total		
1,042,863	1,914,897	2,826,458	423,342	3,249,800	1st half	XLI	
1,050,604	2,569,992	3,598,621	468,883	3,967,504	2nd half		
2,093,467	4,484,889	6,325,079	892,225	7,217,304	Total		
3,295	2,961	6,256	2,796	9,052	1st half	XLII	
3,116	4,670	7,786	3,755	11,541	2nd half		
6,411	7,631	14,024	6,551	20,593	Total		
271,087	707,687	978,774	144,532	1,123,306	1st half	XLIII	
276,472	944,439	1,220,911	163,652	1,384,563	2nd half		
547,559	1,652,126	2,199,685	308,184	2,507,869	Total		
25,814	49,210	75,042	2,067	77,091	1st half	XLIV	
29,048	49,149	78,197	1,885	80,082	2nd half		
54,862	98,359	153,221	3,952	157,173	Total		
74,630	125,441	200,071	20,623	220,694	1st half	XLV	
70,716	135,828	206,544	23,047	229,591	2nd half		
145,346	261,269	406,615	43,670	450,285	Total		
810,922	847,028	1,657,950	265,142	1,923,092	1st half	XLVI	
794,022	797,369	1,591,391	240,009	1,831,400	2nd half		
1,604,944	1,644,397	3,249,341	505,151	3,754,492	Total		
39,620	17,313	56,933	2,209	59,142	1st half	XLVII	
40,807	15,252	56,059	2,604	58,663	2nd half		
80,427	32,565	112,992	4,813	117,805	Total		
99,284	218,199	317,483	51,488	368,971	1st half	XLVIII	
86,826	206,922	293,748	55,148	348,896	2nd half		
186,110	425,121	611,231	106,636	717,867	Total		
684,960	835,979	1,520,939	308,412	1,829,351	1st half	XLIX	
621,482	803,375	1,424,857	317,091	1,741,948	2nd half		
1,306,442	1,639,354	2,945,796	625,503	3,571,299	Total		
392,596	519,494	912,090	239,536	1,151,626	1st half	L	
410,250	570,909	981,159	259,628	1,240,787	2nd half		
802,846	1,090,403	1,893,249	499,164	2,392,413	Total		
...	...	14,556	...	14,556	1st half	LII	(b) Opened for traffic on 1st April 1899.
					2nd half		
...	...	14,556	...	14,556	Total		
2,210	9,066	11,276	3,568	14,844	1st half	LIV	
5,239	17,612	22,851	7,104	29,955	2nd half		
7,449	26,678	34,127	10,672	44,799	Total		
7,453	15,131	22,584	363	22,947	1st half	LV	
18,518	14,916	33,434	1,988	35,422	2nd half		
25,971	30,047	56,018	2,351	58,369	Total		
89,067	213,059	302,126	66,112	368,238	1st half	LVI	(c) Including the Lucknow-Bareilly section.
76,418	201,517	277,935	57,744	335,679	2nd half		
165,485	414,576	580,061	123,856	703,917	Total		
4,175,308	6,259,157	10,303,163	1,778,302	12,081,465	1st half		
4,176,787	7,048,319	11,103,131	1,850,273	12,953,404	2nd half		
8,352,095	13,307,476	21,420,850	3,628,575	25,049,425	Total (d)		(d) Including the Deoghur railways for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. {Form No. XIV of

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE	1st half	1,637,977	3,812,610	4,838,207	145,671
		2nd half	1,700,974	4,399,458	4,929,011	195,663
		Total(a)	3,338,951	8,212,068	9,767,218	341,334
LVII	Segowlie-Raxaul (b)	1st half	...	...	...	...
		2nd half	54	...	2,502	...
		Total	54	...	2,502	...
LVIII	Bengal Dooars	1st half	34	1,087	14,965	3,329
		2nd half	65	1,261	15,172	3,262
		Total	99	2,348	30,137	6,591
LIX	Dibru-Sadiya	1st half	...	42,744	70,507	...
		2nd half	...	34,142	71,887	...
		Total	...	76,886	142,394	...
LX	Ledo and Tikak-Margherita Colliery	1st half	...	8,280	...	...
		2nd half	...	8,640	...	...
		Total	...	16,920	...	...
LXI	Ahmedabad-Parántij	1st half	...	1,573	39,096	...
		2nd half	...	369	39,744	17
		Total	...	1,942	78,840	17
LXII	Nílgiri (c)	1st half	1,003	781	...	...
		2nd half	12,341	11,384	...	68
		Total	13,344	12,165		68
LXIII	The Gaekwar's Mehsána	1st half	216	13,991	43,331	36
		2nd half	88	14,723	52,357	288
		Total	304	28,714	95,688	324
LXIV	Hyderabad-Gódávari Valley (d)	1st half	...	...	...	...
		2nd half	...	9,031	13,200	...
		Total	...	9,031	13,200	...
LXV	Kolhápur	1st half	117	3,132	10,588	...
		2nd half	88	1,611	10,793	...
		Total	205	4,743	21,381	...
LXVI	Yesvantpur-Mysore frontier	1st half	2,214	3,951	35,219	154
		2nd half	979	3,265	36,977	154
		Total	3,193	7,216	72,196	308
LXVII	Mysore-Nanjangúd	1st half	3,510	344	5,820	...
		2nd half	1,194	1,272	4,499	...
		Total	4,704	1,616	10,319	...
LXVIII	Birur-Shimoga (e)	1st half	...	...	...	...
		2nd half	38	...	2,303	...
		Total	38	...	2,303	
LXXII	Jodhpur-Bikaner—					
	Jodhpur section	1st half	2,267	87,957	144,905	334
		2nd half	1,508	93,407	165,532	354
		Total	3,775	181,364	310,437	688
	Bikaner section	1st half	347	3,524	30,951	44
		2nd half	...	11,583	31,380	42
		Total	347	15,107	62,331	86
LXXIII	Udaipur-Chitor	1st half	293	...	22,444	45
		2nd half	236	3,487	24,622	...
		Total	529	3,487	47,066	45
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	39,348	66,617	166,484	6,212
		2nd half	39,349	76,075	120,411	4,406
		Total	78,697	142,692	286,895	10,618
LXXV	Jetalsar-Rájkot	1st half	630	3,262	16,514	429
		2nd half	388	4,644	16,882	184
		Total	1,018	7,906	33,396	613
LXXVI	Jámnagar	1st half	373	56	17,950	50
		2nd half	318	72	18,200	...
		Total	691	128	36,150	50
LXXVII	Dhrángadrá	1st half	146	82	7,518	63
		2nd half	273	81	7,539	63
		Total	419	163	15,057	126
	TOTAL METRE GAUGE	1st half	1,688,475	4,049,991	5,464,499	156,367
		2nd half	1,757,893	4,674,505	5,563,011	204,501
		Total(a)	3,446,368	8,724,496	11,027,510	360,868
	SPECIAL GAUGES.					
LXXXIII	Jerhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″) (f)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
	Total special gauges carried over	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
Coaching.	Goods.						
4,175,308	6,259,157	10,303,163	1,778,302	12,081,465	1st half		
4,176,787	7,048,319	11,103,131	1,850,273	12,953,404	2nd half		
8,352,095	13,307,476	21,420,850	3,628,575	25,049,425	Total (*b*)		
...	...	...	...	...	1st half	LVII	(*a*) Including the Deoghur railway, for which yearly figures are shewn.
1,760	796	2,556	1,284	3,840	2nd half		
1,760	796	2,556	1,284	3,840	Total		
10,939	8,476	19,415	5,696	25,111	1st half	LVIII	(*b*) Opened for traffic on the 1st March 1899.
10,245	9,515	19,760	6,031	25,791	2nd half		
21,184	17,991	39,175	11,727	50,902	Total		
23,502	89,749	113,251	44,622	157,873	1st half	LIX	
23,962	82,067	106,029	52,138	158,167	2nd half		
47,464	171,816	219,280	96,760	316,040	Total		
...	8,280	8,280	...	8,280	1st half	LX	
...	8,640	8,640	...	8,640	2nd half		
...	16,920	16,920	...	16,920	Total		
21,504	19,165	40,669	3,941	44,610	1st half	LXI	
22,033	18,997	40,130	8,046	48,176	2nd half		
43,537	37,262	80,799	11,987	92,786	Total		
1,003	781	1,784	100	1,884	1st half	LXII	(*c*) Opened for traffic on the 15th June 1899.
12,341	11,452	23,793	814	24,607	2nd half		
13,344	12,233	25,577	914	26,491	Total.		
28,729	28,845	57,574	15,502	73,076	1st half	LXIII	
33,317	34,139	67,456	19,292	86,748	2nd half		
62,046	62,984	125,030	34,7944	159,824	Total		
...	...	...	...	...	1st half	LXIV	(*d*) Opened for traffic on the 21st October 1899.
5,663	16,568	22,231	2,450	24,681	2nd half		
5,663	16,568	22,231	2,450	24,681	Total.		
4,533	9,304	13,837	2,246	16,083	1st half	LXV	
4,778	7,714	12,492	3,322	15,815	2nd half		
9,311	17,018	26,329	5,568	31,898	Total		
13,794	27,744	41,538	280	41,818	1st half	LXVI	
14,863	26,512	41,375	246	41,621	2nd half		
28,657	54,256	82,913	526	83,439	Total		
6,954	2,720	9,674	105	9,779	1st half	LXVII	
4,218	2,747	6,965	203	7,168	2nd half		
11,172	5,467	16,639	308	16,947	Total		
...	...	...	...	...	1st half	LXVIII	(*e*) Opened for traffic on the 1st December 1899.
1,490	851	2,341	75	2,416	2nd half		
1,490	851	2,341	75	2,416	Total.		
75,851	159,612	235,463	14,801	250,324	1st half	LXXII	
80,567	180,234	260,801	15,444	276,245	2nd half		
156,418	339,846	496,264	30,305	526,569	Total		
15,985	18,881	34,866	804	35,670	1st half		
13,978	29,027	43,005	1,176	44,181	2nd half		
29,963	47,908	77,871	1,980	79,851	Total		
14,567	8,215	22,782	2,096	24,878	1st half	LXXIII	
13,422	14,923	28,345	5,021	33,366	2nd half		
27,989	23,138	51,127	7,117	58,244	Total .		
145,807	132,854	278,661	22,457	301,118	1st half	LXXIV	
121,354	118,887	240,241	21,380	261,621	2nd half		
267,161	251,741	518,902	43,837	562,739	Total		
13,972	6,863	20,835	846	21,680	1st half	LXXV	
13,286	8,812	22,098	687	22,785	2nd half		
27,258	15,675	42,933	1,533	44,465	Total		
14,620	3,809	18,429	615	19,044	1st half	LXXVI	
13,794	4,796	18,590	752	19,342	2nd half		
28,414	8,605	37,019	1,367	38,386	Total .		
4,000	3,809	7,809	72	7,881	1st half	LXXVII	
4,280	3,676	7,956	438	8,394	2nd half		
8,280	7,485	15,765	510	16,275	Total		
4,571,068	6,788,264	11,228,030	1,892,545	13,120,574	1st half		
4,572,138	7,627,772	12,077,935	1,989,072	14,067,008	2nd half		
9,143,206	14,416,036	23,320,521	3,881,617	27,202,138	Total (*b*)		
...	...	15,598	...	15,598	1st half	LXXXIII	
...	...	14,508	...	14,508	2nd half		
...	...	30,106	...	30,106	Total		
...	...	2,624	...	2,624	1st half	LXXXIV	(*f*) Reconstituted a railway from the 7th July 1899.
...	...	...	...	...	2nd half		
...	...	2,624	...	2,624	Total		
...	...	18,222	...	18,222	1st half		
...	...	14,508	...	14,508	2nd half		
...	...	32,730	...	32,730	Total .		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XIV of

Classification Number.	Railway.	1899.	Train-miles.			
			Passengers.	Goods.	Mixed.	Light.
	Brought forward Special Gauges	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	19,126	73,978	...	...
		2nd half	17,679	53,858	...	...
		Total	36,805	127,836	...	...
LXXXVII	Bársi Light (2′ 6″)	1st half	...	...	9,114	...
		2nd half	...	...	8,778	...
		Total	...	...	17,892	...
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XC	Ránaghat-Krishnagar (2′ 6″) (a)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCI	Tárakeshawar-Magra (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCII	Tezpur-Bálipárá (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCIV	Gwalior-Light (2′ 0″) (b)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	525	17,895	28,688	169
		2nd half	195	10,454	29,164	282
		Total	720	28,349	57,852	451
XCVI	Rajpipla (2′ 6″)	1st half	...	682	8,517	...
		2nd half	...	1,482	10,076	...
		Total	...	2,164	18,593	...
XCVIII	Cooch Behar (2′ 6″)	1st half	316	11,440	12,116	433
		2nd half	39	14,905	15,985	55
		Total	355	26,345	28,101	488
XCIX	Morvi (2′ 6″)	1st half	23,164	17,014	45,334	300
		2nd half	25,787	27,014	43,899	148
		Total	48,951	44,028	89,233	448
	Total Special Gauges	1st half	43,131	121,009	103,769	902
		2nd half	43,700	107,713	107,902	485
		Total	86,831	228,722	211,671	1,387
	Total of all Gauges for the year		16,721,911	31,111,835	26,882,664	2,142,986

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*concluded.*

Revenue Accounts.] Half years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
Coaching.	Goods.						
...	...	18,222	...	18,222	1st half		
...	...	14,508	...	14,508	2nd half		
...	...	32,730	...	32,730	Total.		
19,126	73,978	93,104	...	93,104	1st half	LXXXVI	
17,679	53,858	71,537	...	71,537	2nd half		
36,805	127,836	164,641	...	164,641	Total.		
1,603	7,511	9,114	1,190	10,304	1st half	LXXXVII	
2,221	6,557	8,778	248	9,026	2nd half		
3,824	14,068	17,892	1,438	19,330	Total.		
...	...	34,257	...	34,257	1st half	LXXXVIII	
...	...	37,172	...	37,172	2nd half		
...	...	71,429	...	71,429	Total.		
...	...	17,915	...	17,915	1st half	LXXXIX	
...	...	16,997	...	16,997	2nd half		
...	...	34,912	...	34,912	Total.		
...	...	...	...	...	1st half	XC	(a) Opened for traffic on the 5th April 1899.
...	...	20,755	...	20,755	2nd half		
...	...	20,755	...	20,755	Total.		
...	...	36,049	...	36,049	1st half	XCI	
...	...	36,355	...	36,355	2nd half		
...	...	72,404	...	72,404	Total.		
...	...	16,160	...	16,160	1st half	XCII	
...	...	16,780	...	16,780	2nd half		
...	...	32,940	...	32,940	Total.		
...	...	...	...	...	1st half	XCIV	
...	...	4,982	...	4,982	2nd half		
...	...	4,982	...	4,982	Total.		
12,849	34,428	47,277	140	47,417	1st half	XCV	(b) Opened for traffic on the 2nd December 1899.
14,895	25,200	40,095	298	40,393	2nd half		
27,744	59,628	87,372	438	87,810	Total.		
2,498	6,701	9,199	1,521	10,720	1st half	XCVI	
4,208	7,350	11,558	115	11,673	2nd half		
6,706	14,051	20,757	1,636	22,393	Total.		
5,952	18,353	24,305	11,198	35,503	1st half	XCVIII	
7,969	23,015	30,984	10,650	41,634	2nd half		
13,921	41,368	55,289	21,848	77,137	Total.		
55,753	30,059	85,812	2,744	88,556	1st half	XCIX	
56,183	40,665	96,848	3,225	100,073	2nd half		
111,936	70,724	182,660	5,969	188,629	Total.		
97,781	171,930	391,414	16,793	408,207	1st half		
103,755	156,645	407,349	14,536	421,885	2nd half		
200,936	327,675	798,763	31,329	830,092	Total.		
31,371,291	45,488,105	77,144,104	13,317,663	90,461,767			

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
	STANDARD GAUGE.		₹	₹	₹	₹
I	East Indian	1st half	(a)1,42,41,934	2,10,89,043	68,47,109	...
		2nd half	(a)1,37,99,393	2,20,01,884	82,02,491	...
		Total	2,80,41,327	4,30,90,927	1,50,49,600	...
II	Bengal Central	1st half	2,54,258	1,95,123	...	59,135
		2nd half	2,52,777	2,46,690	...	6,087
		Total	5,07,035	4,41,813	...	65,222
III	Bengal-Nágpur	1st half	28,91,637	26,26,602	...	2,65,035
		2nd half	30,84,216	20,95,212	...	9,89,004
		Total	59,75,853	47,21,814	...	12,54,039
IV	Indian Midland	1st half	19,90,049	14,56,007	...	5,34,042
		2nd half	19,85,362	13,26,943	...	6,58,419
		Total	39,75,411	27,82,950	...	11,92,461
V	Bhopal-Itársi (British section)	1st half	46,414	45,769	...	645
		2nd half	46,889	38,311	...	8,578
		Total	93,303	84,080	...	9,223
VII	Wardha Coal	1st half	99,927	51,907	...	48,020
		2nd half	99,925	30,593	...	69,332
		Total	1,99,852	82,500	...	1,17,352
VIII	Dhond-Manmád	1st half	2,29,098	1,32,792	...	96,306
		2nd half	2,30,198	1,66,763	...	63,435
		Total	4,59,296	2,99,555	...	1,59,741
IX	Bezwada extension (East Coast State)	1st half	30,041	53,431	23,390	...
		2nd half	30,960	1,30,934	1,00,874	...
		Total	60,101	1,84,365	1,24,264	...
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	(b)11,960	22,212	10,252	...
		2nd half	Incorporated with the East Coast State railway from the 1st July 1899.			
		Total	11,960	22,212	10,252	...
XI	North Western	1st half	(c)1,16,20,333	(d)84,50,260	...	31,70,073
		2nd half	(c)1,18,28,746	(d)75,01,669	...	43,27,077
		Total	2,34,49,079	1,59,51,929	...	74,97,150
XII	Hyderabad-Shadipalli	1st half	36,774	40,150	3,376	...
		2nd half	36,782	48,313	11,531	...
		Total	73,556	88,463	14,907	...
XIII	Oudh and Rohilkhand	1st half	29,35,635	32,32,332	2,96,697	...
		2nd half	29,49,516	28,44,263	...	1,05,253
		Total	58,85,151	60,76,595	1,91,444	...
XIV	Eastern Bengal	1st half	(c)20,13,335	14,13,085	...	6,00,250
		2nd half	(c)20,28,137	31,76,355	11,48,218	...
		Total	40,41,472	45,89,440	5,47,968	...
XV	Calcutta Port Commissioners'	1st half	(e)60,730	86,339	25,609	...
		2nd half	(e)64,193	1,06,117	41,924	...
		Total	1,24,923	1,92,456	67,533	...
	TOTAL STANDARD GAUGE carried over	1st half	3,64,62,125	3,88,95,052	72,06,433	47,73,506
		2nd half	3,64,36,194	3,97,14,047	95,05,038	62,27,185
		Total	7,28,98,319	7,86,09,099	57,10,780	...

(a) Including contribution to Provident Fund and annuity.
(b) Including contribution to Provident Fund.
(c) Including annuity.
(d) Excluding rebate paid to the Southern Punjab railway.
(e) Including contribution to Sinking Fund.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference	
					Excess.	Deficiency.
	Standard gauge—*concld.*		₹	₹	₹	₹
	Brought forward standard gauge	1st half	3,64,62,125	3,88,95,052	72,06,433	47,73,506
		2nd half	3,64,36,194	3,97,14,047	95,05,038	62,27,185
		Total .	7,28,98,319	7,86,09,099	57,10,780	...
XVI	East Coast	1st half	16,01,456	9,12,573	...	6,88,883
		2nd half	16,30,469	6,02,509	...	10,27,960
		Total .	32,31,925	15,15,082	...	17,16,843
XVII	Great Indian Peninsula . . .	1st half	(*a*)66,46,123	1,02,46,948	36,00,825	...
		2nd half	(*a*)65,37,235	56,97,218	...	8,40,017
		Total .	1,31,83,358	1,59,44,166	27,60,808	...
XVIII	Bombay, Baroda and Central India .	1st half	24,57,161	49,15,296	24,58,135	...
		2nd half	(*a*)25,89,231	44,68,941	18,79,710	...
		Total .	50,46,392	93,84,237	43,37,845	...
XIX	Madras	1st half	(*a*)29,32,470	23,28,140	...	6,04,330
		2nd half	(*a*)29,61,844	27,21,591	...	2,40,253
		Total .	58,94,314	50,49,731	...	8,44,583
XXII	South Behar (Luckeeserai-Gya) .	1st half	...	...	...	...
		2nd half	1,98,347	(*b*)1,65,566	...	32,781
		Total .	1,98,347	1,65,566	...	32,781
XXIII	Southern Punjab (Delhi-Samásata) .	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total .	(*c*) 7,90,603	(*b*) 8,00,699	10,096	...
XXVI	Khámgaon	1st half	10,443	10,901	458	...
		2nd half	10,443	3,949	...	6,494
		Total .	20,886	14,850	...	6,036
XXVII	Amráoti	1st half	9,091	21,773	12,682	...
		2nd half	9,088	10,441	1,353	...
		Total .	18,179	32,214	14,035	...
XXX	Bhopal-Itársi (Native state section) .	1st half	1,00,000	98,344	...	1,656
		2nd half	1,00,000	81,100	...	18,900
		Total .	2,00,000	1,79,444	...	20,556
XXXI	The Nizam's Guaranteed state . .	1st half	(*d*)12,50,154	11,40,918	...	1,09,236
		2nd half	(*d*)12,40,468	13,60,128	1,19,660	...
		Total .	24,90,622	25,01,046	10,424	...
XXXII	Nágdá-Ujjain	1st half	44,856	35,478	...	9,378
		2nd half	44,463	42,254	...	2,209
		Total .	89,319	77,732	...	11,587
XXXIII	The Gaekwar's Petlád	1st half	15,014	20,810	5,796	...
		2nd half	15,016	18,502	3,486	...
		Total .	30,030	39,312	9,282	...
XXXIV	Kolar Gold-fields	1st half	17,842	22,408	4,566	...
		2nd half	21,591	34,419	12,828	...
		Total .	39,433	56,827	17,394	...
XXXVI	Rájpura-Bhátinda	1st half	1,34,104	1,57,203	23,099	...
		2nd half	1,34,116	1,48,581	14,465	...
		Total .	2,68,220	3,05,784	37,564	...
XXXVII	Jammu and Kashmir (Native state section).	1st half	19,241	11,466	...	7,775
		2nd half	19,232	11,465	...	7,767
		Total .	38,473	22,931	...	15,542
	Total standard gauge (*e*) . .	1st half	5,17,00,080	5,88,17,310	1,33,11,994	61,94,764
		2nd half	5,19,47,737	5,50,80,711	1,15,36,540	84,03,566
		Total(*f*)	10,44,38,420	11,46,98,720	1,02,60,300	...

(*a*) Including contribution to Provident Fund.
(*b*) Including rebate.
(*c*) Figures obtained from chapter II.
(*d*) Including contribution to Sinking Fund.
(*e*) Excluding the Godhra-Rutlam-Nágdá, Delhi-Umballa-Kalka, Tarkessur, Tápti Valley, Bína-Goona Bárán and Bhopal-Ujjain railways.
(*f*) Including the Southern Punjab (Delhi-Sumásata) railway for which yearly figures are given.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			₹	₹	₹	₹
	Metre gauge.					
XXXIX	Bengal and North-Western—Tirhoot section	1st half	5,44,976	9,01,198	3,56,222	...
		2nd half	5,53,770	4,78,963	...	74,807
		Total	10,98,746	13,80,161	2,81,415	...
	Company's section	1st half	8,60,270	15,81,689	7,21,419	...
		2nd half	8,59,870	11,51,162	2,91,292	...
		Total	(a)22,34,120	27,32,851	(b)4,98,731	...
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(c)1,86,840	3,49,518	1,62,678	...
		2nd half	(c)1,85,548	2,90,689	1,05,141	...
		Total	3,72,388	6,40,207	2,67,819	...
XLI	Rajputana-Malwa(d)	1st half	(e) 37,07,344	69,57,895	32,50,551	...
		2nd half	(e) 38,97,573	79,56,479	40,58,906	...
		Total	76,04,917	1,49,14,374	73,09,457	...
XLII	Pálanpur-Deesa	1st half	8,365	11,862	3,497	...
		2nd half	8,366	13,858	5,492	...
		Total	16,731	25,720	8,989	...
XLIII	Southern Mahratta	1st half	(e) 22,71,939	10,30,187	...	12,41,752
		2nd half	(e) 22,14,406	8,64,814	...	13,49,592
		Total	44,86,345	18,05,001	...	25,91,344
XLIV	Guntakal-Mysore frontier	1st half	1,18,022	68,349	...	49,673
		2nd half	1,17,974	60,111	...	57,863
		Total	2,35,996	1,28,460	...	1,07,536
XLV	Mysore section (Southern Mahratta)	1st half	(e)4,06,473	1,78,763	...	2,27,710
		2nd half	(e)3,96,720	1,50,269	...	2,46,451
		Total	8,03,193	3,29,032	...	4,74,161
XLVI	South Indian	1st half	(c)&(e) 19,89,103	18,95,201	...	93,902
		2nd half	(c)&(e) 20,16,896	21,38,019	1,21,123	...
		Total	40,05,999	40,33,220	27,221	...
XLVII	Mávavaram-Mutupet	1st half	49,930	45,638	...	4,292
		2nd half	49,915	51,160	1,245	...
		Total	99,845	96,798	...	3,047
XLVIII	Assam-Bengal	1st half	13,91,046	1,48,120	...	12,42,926
		2nd half	14,72,668	1,74,584	...	12,98,084
		Total	28,63,714	3,22,704	...	25,41,010
XLIX	Burma	1st half	19,18,712	20,90,212	1,71,500	...
		2nd half	19,16,497	14,88,195	...	4,28,302
		Total	38,35,209	35,78,407	...	2,56,802
L	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	1st half	8,65,436	12,80,441	4,15,005	...
		2nd half	8,46,285	21,72,587	13,26,302	...
		Total	17,11,721	34,53,028	17,41,307	...
	Dacca section	1st half	1,44,511	1,31,495	...	13,016
		2nd half	1,43,284	1,27,120	...	16,164
		Total	2,87,795	2,58,615	...	29,180
	Total Metre gauge carried over	1st half	1,44,62,967	1,66,70,568	50,80,872	28,73,271
		2nd half	1,46,79,772	1,71,18,010	59,09,501	34,71,263
		Total	(a)2,96,56,719	3,37,88,578	(b)41,31,859	...

(a) Including Rs.13,980 on account of interest charges for the Ganges-Gogra Doab railway, not included in the half-yearly figures.
(b) For cause of difference *vide* foot-note (a) above.
(c) Including contribution to Provident Fund.
(d) Including the Godhra-Rutlam-Nágdá railway.
(e) Including share of surplus profits payable to the working company.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			₹	₹	₹	₹
	Metre gauge—*concld.*					
	Brought forward Metre gauge	1st half	1,44,62,967	1,66,70,568	50,80,872	28,73,271
		2nd half	1,46,79,772	1,71,18,010	59,09,501	34,71,263
		Total	2,96,56,739	3,37,88,578	41,31,859	...
LIX	Dibru-Sadiya	1st half	1,97,212	1,95,757	...	1,455
		2nd half	1,97,238	2,53,931	56,693	...
		Total	3,94,450	4,49,688	55,238	...
LXI	Ahmedabad-Parántij	1st half	38,941	59,213	20,272	...
		2nd half	39,008	62,475	23,467	...
		Total	77,949	1,21,688	43,739	...
LXIII	The Gaekwar's Mehsána	1st half	65,384	1,09,186	43,802	...
		2nd half	65,658	1,07,467	41,809	...
		Total	1,31,042	2,16,653	85,611	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	3,57,771	5,63,857	2,06,086	...
		2nd half	3,58,768	3,63,078	4,310	...
		Total	7,16,539	9,26,935	2,10,396	...
LXXV	Jetalsar-Rájkot	1st half	31,612	41,923	10,311	...
		2nd half	31,664	36,803	5,139	...
		Total	63,276	78,726	15,450	...
LXXVI	Jámnagar	1st half	46,208	27,246	...	18,962
		2nd half	46,109	24,294	...	21,815
		Total	92,317	51,540	...	40,777
LXXVII	Dhrángadra	1st half	11,898	14,078	2,180	...
		2nd half	12,023	6,900	...	5,123
		Total	23,921	20,978	...	2,943
	Total Metre gauge (*a*)	1st half	1,52,11,993	1,76,81,828	53,63,523	28,93,688
		2nd half	1,54,30,240	1,79,72,958	60,40,919	34,98,201
		Total	(*b*)3,11,56,213	3,56,54,786	44,98,573	...
	Special gauges.					
LXXXIII	Jorhát (2′ 0″)	1st half	18,462	—8,627	...	27,089
		2nd half	18,688	2,681	...	16,007
		Total	37,150	—5,946	...	43,096
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	6,782	—24,486	...	31,268
		2nd half	6,784	—10,121	...	16,905
		Total	13,566	—34,607	...	48,173
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	42,367	49,557	7,190	...
		2nd half	42,358	38,014	...	4,344
		Total	84,725	87,571	2,846	...
XCVI	Rajpipla (2′ 6″)	1st half	23,374	6,850	...	16,524
		2nd half	25,419	1,628	...	23,791
		Total	48,793	8,478	...	40,315
XCVIII	Cooch Behar (2′ 6″)	1st half	24,775	17,675	...	7,100
		2nd half	25,103	25,398	295	...
		Total	49,878	43,073	...	6,805
XCIX	Morvi (2′ 6″)	1st half	50,079	1,09,351	59,272	...
		2nd half	50,128	60,702	10,574	...
		Total	1,00,207	1,70,053	69,846	...
	Total special gauges (*c*)	1st half	1,65,839	1,50,320	66,462	81,981
		2nd half	1,68,480	1,18,302	10,869	61,047
		Total	3,34,319	2,68,622	...	65,697
	Total of all gauges for the year		13,59,28,952	15,06,22,128	1,46,93,176	...

(*a*) Excluding the Deoghur, Brahmaputrat-Sultanpur, Mymensingh-Jamálpur-Jagannathganj, Rohilkund and Kumaon (Company's section), Segowlie-Raxaul, Bengal Doors, Ledo and Tikak-Margherita Colliery, Nílgiri, Hyderabad-Gódávari Valley, Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd, Birur-Shimoga Jodhpur-Bikaner and Udaipur-Chitor railways, but including the Godhra-Rutlam-Nágdá railway.

(*b*) *vide* foot-note (*a*) in preceding page.

(*c*) Excluding the Darjeeling-Himalayan, Barsi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tárakeshwar-Magra, Tezpore-Pálipárá and Gwalior Light railways

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1899.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

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APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

Progressive number.	Headings.	1899.	STANDARD: State lines worked by companies. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.(a)	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including the Cawnpore-Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TEED COM: XVII. Great Indian Peninsula railway system.(f)	XVIII. Bombay, Baroda and Central India railway system.(g)
	DESCRIPTION OF RAILWAY WORKED.											
1	Gauge of railway	1st half	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
		2nd ,,	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
2	Mean mileage worked . . . *Miles*	1st half	(b)1,932·85	125·01	1,162·71	1,080·15	2,473·47	(c)1,012·98	266·70	771·94	1,491·31	685·62
		2nd ,,	(b)2,007·31	138·89	1,139·46	1,134·08	2,528·87	(c) ,012·98	267·79	801·71	1,491·31	754·81
3	Number of stations . . . *No.*	1st half	286	26	134	141	356	141	78	138	238	116
		2nd ,,	303	26	136	141	358	141	78	147	218	126
4	Total length of the following gradients :											
	(a) $\frac{1}{50}$ and less . . . *Miles*	1st half	5·78	...	0·66	...	71·12	...	...	...	19·31	...
		2nd ,,	5·78	...	1·07	...	71·12	...	...	...	19·31	...
	(b) $\frac{1}{51}$ to $\frac{1}{80}$ . . . ,,	1st half	13·70	...	0·91	6·75	91·59	...	...	...	2·36	1·32
		2nd ,,	13·70	...	0·91	6·75	91·59	...	...	...	2·36	1·32
	(c) $\frac{1}{81}$ to $\frac{1}{100}$ . . . ,,	1st half	27·54	...	85·41	11·19	162·46	(d) 2·84	...	...	62·10	0·50
		2nd ,,	27·54	...	85·31	11·19	162·47	(d) 2·84	...	...	62·10	0·50
	(d) $\frac{1}{101}$ to $\frac{1}{200}$ . . . ,,	1st half	161·20	...	348·70	361·64	145·15	(d) 9·19	...	169·36	516·07	115·60
		2nd ,,	161·20	...	331·67	361·65	145·16	(d) 9·19	...	169·43	516·07	85·60
	(e) $\frac{1}{201}$ to $\frac{1}{300}$ . . . ,,	1st half	120·71	...	99·04	104·19	110·17	(d) 18·05	2·45	59·20	204·78	33·26
		2nd ,,	120·71	...	98·85	104·19	110·17	(d) 18·05	2·45	59·38	204·78	109·61
5	Steepest gradient worked—											
	(a) Inclination	1st half	$\frac{1}{50}$	...	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{82}$	(d) $\frac{1}{100}$	$\frac{1}{300}$	$\frac{1}{150}$	$\frac{1}{87}$	$\frac{1}{80}$
		2nd ,,	$\frac{1}{50}$	...	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{82}$	(d) $\frac{1}{100}$	$\frac{1}{300}$	$\frac{1}{150}$	$\frac{1}{87}$	$\frac{1}{80}$
	(b) Length . . . . *Miles*	1st half	3·98	...	0·66	2·30	6·52	(d) 2·84	2·00	113·05	5·84	1·32
		2nd ,,	3·98	...	0·45	2·40	6·52	(d) 2·84	2·00	113·12	5·84	1·32
	FINANCIAL RESULTS.											
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . *Per cent.*	1st half	5·05	1·55	1·83	1·45	2·64	2·25	2·03	1·13	3·69	3·74
		2nd ,,	5·07	1·95	1·42	1·44	2·18	2·41	4·48	6·74	2·03	3·22
7	Percentage of net earnings for each half-year on paid up capital . . . ,,	1st half	...	...	1·58	1·43	...	...	...	...	3·59	4·52
		2nd ,,	...	...	1·22	1·30	...	...	...	...	2·01	2·99
	OUTLAY, EARNINGS AND EXPENSES. *(Exclusive of Steam-boat Service.)*											
8	Capital outlay per mile open . . *£*	1st half	2,15,556	97,169	1,19,707	1,24,040	1,38,753	1,13,892	2,44,963	98,980	2,14,563	1,88,881
		2nd ,,	2,17,348	98,648	1,23,809	1,25,381	1,42,688	1,14,721	2,47,566	99,674	2,14,747	1,80,848
9	Total earnings per mile open per week ,,	1st half	643	166	157	143	285	221	518	109	523	562
		2nd ,,	631	166	146	134	245	202	780	100	400	467
10	Total working expenses per mile open per week . . . . . ,,	1st half	219	106	70	79	133	99	314	65	256	264
		2nd ,,	202	97	75	78	122	94	322	70	248	225
11	Total earnings per train-mile . . ,,	1st half	4·47	2 81	4·34	3·51	3·94	(d) 3·45	4·00	3·18	4·16	6·41
		2nd ,,	4·34	2·75	3·50	3·49	3·75	3·53	4·90	2·59	3·39	5·79
12	Total working expenses per train-mile ,,	1st half	1·52	1·79	1·94	1·94	1·84	(d) (e)1·59	2·42	1·89	2·62	3·02
		2nd ,,	1·39	1·62	1·80	2·02	1·86	1·64	2·02	1·83	2·16	2·79
13	Net earnings per train-mile . . ,,	1st half	2·95	1·01	2·40	1·57	2·10	(d) 1·86	1·58	1·29	2·13	3·39
		2nd ,,	2·95	1 13	1·70	1·47	1·89	1·89	2·88	0·76	1·29	3·00
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . ,,	1st half	3·90	6·39	4·84	5·79	4·89	4·95	8·12	5·84	6·24	7·51
		2nd ,,	3·61	6·00	4·46	5·95	5·10	5·65	5·46	6·00	6·87	7·05
15	Percentage of total working expenses on total earnings . . . *Per cent.*	1st half	34·06	63·94	44·75	55·38	46·74	44·53	60·57	59·41	48·90	47·05
		2nd ,,	31·34	58·79	51·50	57·67	49·62	46·45	41·22	70·58	61·87	48·13
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . ,,	1st half	32·74	63·84	43·38	53·62	44·84	43·67	60·35	58·15	47·69	45·99
		2nd ,,	29·16	58·54	49·77	56·69	48·03	45·40	40·81	69·76	60·79	47·52
	(Inclusive of Steam-boat Service.)											
7	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . *Per cent.*	1st half	34·21	63·94	44·75	55·58	46·77	44·53	60·82	59·25	48·90	47·05
		2nd ,,	32·17	58·79	51·50	57·67	49·69	46·45	41·67	71·34	61·87	48·13

(a) Including the Bhopal-Itársi, Bina-Goona-Bárán and Bhopal-Ujjain railways excepting items 6 to 8.
(b) Including 34·60 miles of the Eastern Bengal State railway, and 1·00 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(c) Including 62·22 miles of metre gauge line.
(d) Standard gauge only.
(e) Excluding payments to the Bengal and North-Western and to the Rohilkund and Kumaon Railway Companies.
(f) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways, excepting items 6 to 8 and 196 to 199.
(g) Including the Godhra-Rutlam-Nágdá, the Gaekwar's Petlád and the Nágdá-Ujjain railways excepting item 7.

A—*continued.*

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 18,8.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
										LXXII. Jodhpur-Bikaner.		LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed state railway system.(*h*)	XXXIX. Bengal and North-Western railway system.(*i*)	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlia (2′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	Jodhpur section.	Bikaner section.			
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	1st half	1
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2nd ,,	
859·41	354·70	1,012·05	1,838·44	1,556·20	1,094·12	415·98	936·13	564·39	292·01	336·08	85·76	455·18	1st half	2
853·40	354·70	1,084·80	1,836·97	1,563·21	1,101·25	410·55	951·94	564·39	269·72	380·56	95·00	455·18	2nd ,,	
164	44	181	256	209	169	67	152	85	46	40	7	64	1st half	3
164	45	181	256	215	171	70	158	85	46	40	7	64	2nd ,,	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	1st half	4
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	2nd ,,	
22·64	...	...	0·23	48·37	...	1·08	8·18	...	6·41	...	...	0·07	1st half	
22·64	...	...	0·23	48·37	...	1·08	8·18	...	6·41	...	...	0·07	2nd ,,	
50·13	83·61	...	18·75	499·56	119·39	0·07	18·38	...	7·29	...	...	0·34	1st half	
50·13	83·61	...	18·75	499·56	119·39	4·60	32·62	0·07	7·29	...	...	0·34	2nd ,,	
199·48	111·48	3·42	306·40	240·27	207·91	37·68	96·56	...	4·40	57·86	23·55	121·23	1st half	
199·48	111·48	3·42	306·40	240·27	207·91	52·57	115·18	10·21	4·40	57·86	23·55	121·23	2nd ,,	
124·10	81·30	3·06	149·83	93·36	82·48	18·56	87·25	9·94	5·81	32·34	9·75	63·90	1st half	
124·10	81·30	3·06	149·83	93·36	82·48	29·54	91·15	9·94	5·81	32·34	9·75	63·90	2nd ,,	
1/100	1/100	1/100	1/20	1/20	1/100	1/85	1/80	1/100	1/70	1/180	1/180	1/87	1st half	5
1/100	1/100	1/100	1/20	1/20	1/100	1/85	1/80	1/100	1/70	1/180	1/180	1/87	2nd ,,	
0·80	2·51	3·42	3·40	2·94	3·12	0·57	2·29	0·07	3·00	1·59	1·02	0·07	1st half	
0·80	2·52	3·42	3·40	2·94	3·12	0·57	2·29	0·07	3·00	1·59	1·02	0·07	2nd ,,	
1·92	2·76	3·30	4·89	1·07	2·49	0·28	2·54	2·80	4·10	5·87	2·67	2·89	1st half	6
2·23	3·27	2·10	5·71	0·88	2·80	0·32	1·75	4·49	3·42	8·38	2·53	1·92	2nd ,,	
1·93	2·37	...	...	...	...	0·41	1·93	...	...	...	...	...	1st half	7
2·23	2·82	...	...	...	...	0·48	1·38	...	...	...	...	...	2nd ,,	
1,41,308	1,23,783	66,001	73,835	79,080	69,801	1,14,280	84,940	87,617	39,864	21,661	21,047	(*j*) 49,269	1st half	8
1,42,446	1,23,869	67,960	74,081	78,578	69,192	1,17,381	83,554	88,801	40,101	21,414	21,208	(*j*) 49,374	2nd ,,	
221	222	148	253	92	153	77	195	177	119	91	39	103	1st half	9
263	258	117	280	95	155	74	164	232	119	102	36	85	2nd ,,	
115	92	61	111	59	84	63	108	85	56	42	15	49	1st half	10
139	95	63	113	68	78	57	103	86	62	33	15	48	2nd ,,	
3·82	4·62	2·74	4·12	2·82	2·51	2·62	3·42	2·85	3·00	3·82	2·47	3·75	1st half	11
4·15	4·66	2·34	3·70	2·47	2·67	2·69	2·84	3·48	2·99	3·87	2·05	3·47	2nd ,,	
1·98	1·92	1·13	1·80	1·81	1·38	2·15	1·73	1·37	1·41	1·77	0·94	1·76	1st half	12
2·19	1·74	1·27	1·50	1·76	1·34	2·09	1·78	1·29	1·56	1·25	0·87	1·98	2nd ,,	
1·83	2·70	1·62	2·32	1·01	1·13	0·47	1·39	1·48	1·59	2·05	1·53	1·99	1st half	13
1·96	2·92	1·08	2·20	0·71	1·33	0·60	1·06	2·19	1·43	2·62	1·18	1·49	2nd ,,	
6·77	4·70	5·22	7·56	9·16	8·55	8·81	8·49	7·39	7·93	8·30	5·53	10·27	1st half	14
7·34	3·94	6·32	6·05	8·93	8·19	7·36	8·91	6·71	9·84	5·62	4·76	11·08	2nd ,,	
51·94	41·51	41·03	43·81	64·19	55·08	82·17	55·59	47·99	47·11	46·22	38·10	47·05	1st half	15
52·78	37·36	54·13	40·49	71·23	50·30	77·80	62·63	37·11	52·18	32·33	42·28	56·95	2nd ,,	
51·18	40·49	39·79	42·81	63·20	54·54	82·07	54·52	46·04	46·60	46·18	38·09	46·82	1st half	16
52·11	36·31	52·14	39·30	69·35	49·74	77·61	61·82	35·50	51·63	32·28	42·27	56·50	2nd ,,	
51·94	41·51	40·85	43·81	64·19	55·08	82·17	56·08	4977	47·11	46·22	38·10	47·05	1st half	17
52·78	37·36	53·59	40·49	71·23	50·30	77·87	63·40	38 06	52·18	32·33	42·28	56·95	2nd ,,	

(*h*) Including the Bezwada extension of the East Coast State railway excepting items 6 to 8.

(*i*) Although for convenience classed amongst State railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(*j*) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Barhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by con XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.											
18	Total working expenses for both coaching and goods traffic* . . . £	1st half	1,05,06,162	2,67,593	20,37,051	21,42,377	83,03,516	24,83,408	21,22,005	12,71,610	97,41,265	45,42,944
		2nd ,,	1,01,08,361	3,22,415	21,33,551	21,94,330	76,49,389	20,28,768	21,04,779	14,34,957	94,00,705	42,54,916
	Proportion, *dividing expenditure in ratio of gross ton-mileage (freight and dead load).*											
19	Coaching . . . ,,	1st half	26,79,00	1,72,671	5,37,265	6,54,946	22,86,3,6	8,91,786	9,44,605	4,90,930	27,52,728	13,12,479
		2nd ,,	25,23,80	1,61,157	5,35,106	7,15,381	25,20,476	8,09,998	6,71,231	5,94,686	32,17,957	13,17,348
20	Goods . . . . ,,	1st half	79,17,135	94,022	14,99,786	14,87,431	60,17,170	15,91,712	11,87,400	7,80,680	69,88,537	32,30,465
		2nd ,,	75,84,559	1,61,258	15,98,445	14,78,94	51,28,913	12,18,770	14,33,548	8,40,271	61,82,748	29,37,508
	COACHING TRAFFIC.											
	Gross receipts and train-mileage—											
21	Receipts from coaching traffic . . . £	1st half	97,84,41	3,46,716	10,46,584	13,44,60	56,16,090	22,40,145	15,21,343	10,75,054	40,15,348	24,72,337
		2nd ,,	99,10,409	3,46,768	11,05,903	12,89,01	56,62,981	20,17,502	15,08,704	10,56,899	41,95,875	25,85,828
22	Coaching train-miles run *No.*	1st half	2,685,572	132,751	398,091	473,33	1,842,753	758,023	517,796	278,081	2,014,936	745,033
		2nd ,,	2,795,164	122,851	434,667	499,78	1,924,278	729,047	538,583	351,900	2,142,561	768,713
23	Average coaching receipts per train-mile . . £	1st half	3·64	2·61	2·63	2·8	3·05	2·96	2·94	3·87	1·99	3·32
		2nd ,,	3·55	2·82	2·54	2·5	2·94	2·77	2·80	3·00	1·96	3·36
	Units and Unit-mileage—											
	Number of units carried one mile—											
24	1st class . . *Unit-miles*	1st half	4,360,053	69,640	361,352	1,141,731	3,266,337	1,092,824	935,914	312,462	4,799,094	1,775,424
		2nd ,,	4,092,530	51,848	389,971	1,104,984	2,841,724	957,756	817,143	310,067	4,930,956	1,442,317
25	2nd ,, . . ,,	1st half	11,959,520	468,761	885,234	3,505,23	10,020,886	3,006,492	1,907,122	693,609	21,376,885	11,689,632
		2nd ,,	12,491,206	315,100	1,174,160	3,253,82	8,446,998	3,944,704	1,788,975	946,454	17,968,666	10,141,313
26	3rd or intermediate class ,,	1st half	39,392,527	891,431	1,284,970	(*a*)14,413,92	24,414,519	7,794,965	10,011,931	399,626	(*a*)20,830,621	21,812,723
		2nd ,,	37,163,718	1,019,670	1,348,012	(*a*)11,761,85	23,853,067	7,577,469	9,747,881	456,444	(*a*)20,938,894	20,915,192
27	4th or lowest ,, ,,	1st half	552,016,822	19,056,294	85,812,817	(*b*)57,289,49	361,897,992	134,625,057	84,587,769	72,988,804	(*b*)213,581,18	120,583,857
		2nd ,,	548,156,751	17,861,440	87,536,341	(*b*)48,421,797	355,767,574	118,291,609	81,887,073	70,826,192	(*b*,218,076,140	134,575,248
28	Total passenger unit-mileage . . . ,,	1st half	607,728,922	20,486,126	88,343,673	76,350,381	399,599,734	146,519,338	97,442,730	74,404,501	260,587,783	155,861,636
		2nd ,,	601,904,211	19,248,058	90,448,484	64,602,45	390,909,363	129,771,538	94,241,072	72,539,157	261,914,656	167,074,070
29	Other coaching traffic . . *Ton-miles.*	1st half	7,145,975	145,286	459,791	1,036,67	3,279,067	999,312	613,453	277,690	4,890,476	2,244,60
		2nd ,,	8,727,899	169,432	566,847	1,600,21	4,923,304	1,038,557	731,943	296,928	5,305,830	2,048,76
	Average sum received for carrying a unit one mile—											
30	1st class . . *Pies*	1st half	15·53	9·74	13·56	10·75	10·70	11·40	12·98	16·09	10·89	9·79
		2nd ,,	15·73	14·27	13·63	10·9	10·91	11·35	11·60	15·80	11·01	9·76
31	2nd ,, . . ,,	1st half	6·61	4·94	5·80	4·83	4·40	5·29	6·17	8·13	3·95	4·58
		2nd ,,	6·91	7·25	5·77	4·95	4·76	5·43	6·36	7·00	4·33	4·76
32	3rd or intermediate class ,,	1st half	3·28	3·53	2·85	(*a*)2·9	3·00	3·36	2·98	4·43	(*a*)3·00	2·99
		2nd ,,	3·38	3·46	2·91	(*a*)2·97	3·00	3·33	3·00	4·36	(*a*)3·00	2·99
33	4th or lowest ,, . ,,	1st half	2·51	2·8	1·97	(*b*)2·55	2·25	2·50	2·47	2·48	(*b*)1·91	2·23
		2nd ,,	2·51	3·01	2·00	(*b*)2·55	2·25	2·50	2·48	2·48	(*b*)1·92	2·29
34	Average for all classes . ,,	1st half	2·73	2·94	2·07	2·86	2·42	2·67	2·70	2·60	2·33	2·60
		2nd ,,	2·74	3·13	2·11	2·90	2·41	2·68	2·69	2·60	2·35	2·60
35	Other coaching traffic per ton-mile . . . ,,	1st half	30·34	43·0	39·24	38·66	34·14	39·06	47·48	46·65	33·63	30·93
		2nd ,,	28·85	36·55	37·88	37·69	29·27	38·10	49·63	47·20	35·99	30·70

* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines or mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, *viz.*:—

First class passenger with free luggage . . . . . 0·10 ton
Second ,, ,, ,, ... 0·08 ,,
Third or fourth class passenger with free luggage . . . . . 0·06 ,,

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains.

(*b*) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.	METRE GAUGE.												
[illegible] GUARANTEED [illegible]IES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
[illegible]	XXXI. [illegible]zam's [illegible]ranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal including the Kaunia-Dhardia (2' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
[illegible]72,952	8,09,819	14,57,000	51,25,669	23,06,974	23,27,266	6,66,363	25,67,370	12,19,245	3,50,549	4,05,882	27,919	5,56,613	1st half	18
[illegible]86,556	8,11,619	16,23,957	51,39,344	26,80,416	21,72,322	5,91,535	24,18,704	12,47,913	3,51,361	[illegible]916	29,116	5,42,012	2nd ,,	
7,97,981	1,38,046	5,00,795	13,16,293	5,75,020	11,07,882	2,17,009	10,24,368	4,25,395	1,06,098	1,21,629	11,290	2,81,304	1st half	
9,62,069	1,32,915	6,42,500	10,17,865	5,94,352	10,61,692	1,71,983	9,58,143	4,03,654	1,31,639	82,622	8,476	2,55,214	2nd ,,	
16,74,121	5,54,773	9,56,205	38,08,776	17,31,954	12,19,384	4,43,354	15,63,002	7,93,853	2,44,451	2,84,253	16,629	2,75,309	1st half	20
20,84,487	6,78,704	9,82,677	41,01,479	20,86,064	11,10,820	4,19,552	14,60,559	8,24,259	2,19,722	2,22,294	20,634	2,86,798	2nd ,,	
16,98,833	4,49,300	14,22,475	35,20,983	9,89,824	21,63,913	5,20,174	24,40,983	10,78,373	3,21,422	2,72,894	28,518	6,05,964	1st half	21
19,15,951	4,3 ,698	13,28,120	31,83,404	10,03,964	22,95,913	4,07,563	18,67,078	11,56,827	3,01,715	2,54,995	21,008	4,61,443	2nd ,,	
615,147	108,973	631,507	1,050,754	396,812	862,524	90,284	684,966	392,596	89,067	75,851	15,985	178,399	1st half	22
623,468	114,388	693,269	1,062,417	401,385	847,038	85,826	621,482	410,250	76,418	80,567	13,978	152,714	2nd ,,	
3·78	4·12	2·25	3·35	2·47	2·51	5·24	3·56	2·75	3·61	3·60	1·78	3·40	1st half	23
3·07	3·80	1·92	3·00	2·50	2·71	4·69	3·00	2·82	3·95	3·17	1·50	3·02	2nd ,,	
1,682,753	378,637	265,481	1,043,255	606,632	664,398	112,620	765,374	384,015	115,953	50,128	8,541	224,861	1st half	24
1,896,248	330,002	306,796	798,777	685,140	622,048	122,680	716,907	859,401	126,682	34,075	3,649	154,650	2nd ,,	
5,652,282	1,798,430	477,421	3,783,393	2,649,672	2,323,061	225,066	3,223,154	1,281,826	513,510	242,319	28,475	1,519,743	1st half	25
5,956,348	1,663,86[illegible]	563,308	2,972,302	2,615,821	2,506,892	252,493	2,946,486	1,351,682	497,347	195,659	14,943	1,077,183	2nd ,,	
...	(a)1,623,963	991,895	9,210,613	...	...	...	3,431,759	4,234,997	244,323	...	...	...	1st half	26
...	(a)1,359,525	1,249,228	8,309,328	...	...	...	1,835,427	4,288,396	216,774	...	...	76,320	2nd ,,	
104,652,589	(b)23,643,993	120,159,377	271,782,477	67,239,569	183,692,182	38,946,262	137,229,407	63,846,306	20,504,135	22,478,578	2,286,127	35,298,462	1st half	27
125,098,998	(b)24,146,777	114,173,480	239,896,786	63,924,408	197,392,568	32,530,856	110,350,094	68,243,496	18,119,252	20,882,345	1,699,205	26,846,189	2nd ,,	
111,987,624	30,414,623	121,894,174	285,819,738	70,528,843	186,879,641	30,283,957	164,649,694	69,747,138	21,377,973	22,771,025	2,323,143	37,043,066	1st half	28
132,931,564	30,500,164	116,272,812	251,977,193	73,225,369	200,521,508	28,906,039	125,848,911	74,245,975	18,969,055	21,112,079	1,717,797	28,154,342	2nd ,,	
2,649,266	359,191	415,848	2,199,589	721,548	446,082	142,632	436,912	446,861	116,929	166,754	15,619	180,754	1st half	29
2,450,207	331,267	385,561	2,835,998	690,363	450,697	168,493	470,940	516,623	122,322	174,182	12,135	145,176	2nd ,,	
11·65	15·40	20·81	3·61	11·29	11·64	15·27	13·56	14·05	26·35	18·00	18·00	10·95	1st half	30
10·02	15·08	13·26	13·37	11·37	11·66	14·88	14·11	13·95	26·73	18·00	18·00	11·07	2nd ,,	
4·63	4·60	9·56	5·82	5·18	5·92	7·79	6·52	6·26	10·86	6·00	6·00	5·43	1st half	31
4·84	4·79	6·19	6·35	5·46	5·78	7·67	6·41	6·05	11·49	6·00	6·00	5·46	2nd ,,	
...	(a)2·50	4·87	2·98	...	...	...	3·69	3·09	4·01	...	...	...	1st half	32
...	(a)2·50	3·16	2·98	...	...	...	3·71	3·08	4·01	...	...	4·00	2nd ,,	
2·12	(b)2·00	2·00	2·00	2·00	1·99	3·00	2·58	2·50	2·19	2·00	2·00	2·75	1st half	33
2·10	(b)2·00	2·00	2·00	2·00	2·00	3·00	2·74	2·50	2·21	2·00	2·00	2·75	2nd ,,	
2·39	2·40	2·09	2·13	2·21	2·08	3·08	2·73	2·67	2·55	2·08	2·11	2·91	1st half	34
2·34	2·37	2·00	2·12	2·21	2·07	3·12	2·92	2·65	2·64	2·06	2·02	2·90	2nd ,,	
35·26	37·23	42·85	30·97	46·78	59·31	46·00	44·47	46·82	61·29	30·48	33·05	47·37	1st half	35
39·47	34·86	39·05	26·90	44·77	54·97	40·93	42·97	48·83	64·88	31·04	39·54	47·35	2nd ,,	

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by third con XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*contd.*											
	UNITS AND UNIT-MILEAGE—*concld.*											
	Average number of units in a train—											
36	1st class . *No.*	1st half	1·62	0·52	0·91	2·41	1·77	1·44	1·81	1·12	2·38	2·38
		2nd „	1·46	0·42	0·90	2·33	1·48	1·31	1·52	0·88	2·30	1·88
37	2nd „ „	1st half	4·45	3·53	2·22	7·40	5·44	3·97	3·68	2·49	10·61	15·69
		2nd „	4·47	2·57	2·70	6·51	4·39	4·04	3·32	2·69	8·39	13·19
38	3rd or intermediate class „	1st half	14·67	6·72	3·23		13·25	10·28	19·34	1·44	(*a*)10·34	29·28
		2nd „	13·30	8·30	3·10	151·49	12·40	10·39	18·10	1·30	(*a*)9·77	27·21
39	4th or lowest „ „	1st half	205·55	143·55	215·38	120·42	196·39	127·60	163·46	262·51	(*b*)206·00	161·85
		2nd „	196·11	145·39	201·39		184·88	162·26	152·04	201·27	(*b*)191·78	175·06
40	Total passenger units „	1st half	226·29	154·32	221·92	161·30	216·85	193·29	188·19	267·56	129·33	209·20
		2nd „	215·34	156·68	208·09	129·26	203·15	178·00	174·98	206·14	122·24	217·34
41	Other coaching traffic *Tons*	1st half	2·66	1·09	1·15	2·19	1·78	1·32	1·18	1·00	2·43	3·01
		2nd „	3·12	1·38	1·36	3·20	2·56	1·42	1·36	0·84	2·48	2·67
	VEHICLES AND VEHICLE-MILEAGE.											
	Number of coaching vehicles hauled one mile—											
42	1st class *Vehicle-miles*	1st half	4,382,338	126,702	502,365	968,784	2,702,649	(*c*) 1,014,163	657,643	466,322	3,183,762	900,472
		2nd „	4,349,319	128,168	516,747	990,720	2,693,042	946,251	688,489	534,599	3,317,556	889,475
43	2nd „ „	1st half	4,141,331	153,329	638,148	983,592	2,680,990	(*c*)999,685	646,812	460,589	4,323,738	1,510,788
		2nd „	4,142,363	151,648	694,953	936,638	2,710,812	946,590	666,852	554,849	4,155,640	1,563,351
44	3rd or intermediate class „	1st half	3,851,940	164,228	453,031	(*a*)733,761	2,555,765	(*c*)1,371,640	1,151,030	167,334	(*a*)1,871,955	712,195
		2nd „	3,866,748	136,455	458,239	(*a*)788,694	2,729,491	1,455,024	1,192,725	199,284	(*a*)1,885,560	753,360
45	4th or lowest „ „	1st half	27,356,264	998,131	4,587,431	(*b*)3,001,582	16,273,398	(*c*) 5,701,824	3,638,775	3,146,120	(*b*)10,150,808	5,101,573
		2nd „	27,589,050	1,021,078	5,033,647	(*b*)3,118,797	17,617,519	5,593,126	3,859,246	3,737,991	(*b*)11,182,845	5,678,410
46	Other vehicles „	1st half	4,215,035	230,183	358,083	865,319	2,948,245	(*c*)496,110	788,359	802,636	2,450,743	1,300,018
		2nd „	4,377,409	240,143	375,045	771,423	3,162,439	521,969	935,339	819,258	2,647,655	1,333,009
47	Brake-vans „	1st half	4,523,388	171,422	761,130	870,803	3,902,256	(*c*) 1,315,722	545,553	465,740	3,766,645	997,819
		2nd „	4,773,497	169,568	788,783	930,578	4,015,160	1,283,174	560,732	756,238	3,947,712	1,043,985
48	Total . „	1st half	48,470,296	1,842,000	7,300,188	7,423,841	31,653,303	(*c*)10,890,500	7,428,172	5,508,741	25,747,651	10,522,865
		2nd „	49,098,386	1,867,060	7,897,414	7,536,852	32,978,463	10,826,724	7,902,383	6,582,219	27,136,968	11,261,390
	Average number of vehicles in a coaching train—											
49	1st class . *No.*	1st half	1·63	0·95	1·26	2·04	1·47	(*c*)1·45	1·27	1·68	1·58	1·21
		2nd „	1·56	1·04	1·26	1·98	1·40	1·27	1·28	1·52	1·55	1·16
50	2nd „ „	1st half	1·54	1·16	1·60	2·08	1·45	(*c*)1·43	1·25	1·66	2·14	2·03
		2nd „	1·48	1·23	1·60	1·88	1·41	1·30	1·24	1·58	1·94	2·03
51	3rd or intermediate class „	1st half	1·43	1·22	1·14		1·39	(*c*)1·96	2·22	0·60	(*a*)0·93	0·95
		2nd „	1·38	1·27	1·05	7·89	1·44	2·00	2·21	0·56	(*a*)0·88	0·98
52	4th or lowest „ „	1st half	10·19	7·52	11·52	7·84	9·10	(*c*)8·16	7·03	11·31	(*b*)5·04	6·85
		2nd „	9·87	8·31	11·58		9·16	7·67	7·16	10·56	(*b*)5·22	7·39
53	Other vehicles „	1st half	1·57	1·73	0·90	1·83	1·60	(*c*)0·71	1·52	2·89	1·22	1·74
		2nd „	1·57	1·95	0·86	1·54	1·64	0·71	1·24	2·33	1·24	1·35
54	Brake-vans „	1st half	1·68	1·29	1·91	1·84	2·17	(*c*)1·88	1·05	1·67	1·87	1·34
		2nd „	1·71	1·38	1·81	1·86	2·09	1·90	1·04	2·15	1·84	1·36
55	Total . „	1st half	18·04	13·87	18·35	15·68	17·18	(*c*)15·59	14·34	19·81	12·78	14·18
		2nd „	17·57	15·20	18·16	15·08	17·14	14·85	14·67	18·70	12·67	14·65
	Average earnings per coaching vehicle per mile—											
56	1st class . *Pies*	1st half	15·45	5·36	9·75	12·67	12·93	11·16	18·47	10·78	16·42	19·30
		2nd „	14·80	5·77	9·72	12·82	11·51	11·74	13·77	9·17	16·37	15·83
57	2nd „ „	1st half	19·08	15·09	8·85	17·20	16·44	14·64	18·20	12·24	19·53	35·43
		2nd „	20·82	15·08	9·75	17·19	14·82	16·88	17·09	11·94	18·73	30·87
58	3rd or intermediate class „	1st half	33·59	13·31	8·10	(*a*)58·34	28·66	18·44	25·94	10·58	(*a*)33·37	91·67
		2nd „	32·51	22·52	8·55	(*a*)44·25	25·75	17·33	24·55	9·98	(*a*)33·30	83·09
59	4th or lowest „ „	1st half	50·65	54·27	36·88	(*b*)48·67	48·53	52·44	37·49	57·53	(*b*)40·12	82·74
		2nd „	49·83	54·71	34·74	(*b*)39·52	44·44	52·87	52·66	47·18	(*b*)37·58	54·36
60	Other vehicles „	1st half	51·44	27·15	50·38	46·32	37·97	76·61	36·95	16·14	67·11	53·40
		2nd „	57·51	28·79	57·25	78·18	45·56	75·80	38·83	17·08	72·12	47·18

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.
(*c*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia Dharlla (3' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar Gondal-Junágad-Porbandar railway system.		
2·75	3·47	0·42	0·99	1·76	0·77	1·13	1·12	0·98	1·30	0·66	0·53	1·26	1st half	36
3·01	2·88	0·46	0·75	1·71	0·73	1·41	1·15	0·88	1·66	0·42	0·26	1·01	2nd ,,	
9·25	16·50	0·76	3·60	6·68	2·93	2·27	4·71	3·26	5·77	3·19	1·28	8·52	1st half	37
9·55	14·52	0·81	2·80	6·51	2·96	2·91	4·74	3·30	6·50	2·43	1·07	7·05	2nd ,,	
...	259·12	1·57	8·77	...	...	...	5·01	10·79	2·74	...	...	...	1st half	38
...	248·77	1·76	7·82	...	...	...	2·95	10·45	2·83	...	...	0·50	2nd ,,	
171·24		196·27	258·65	169·43	212·97	301·62	229·54	162·63	230·21	296·35	143·02	197·86	1st half	39
200·65		164·69	225·80	174·12	233·03	259·49	177·56	166·35	237·12	259·19	121·56	175·80	2nd ,,	
183·24	279·09	193·02	272·01	177·87	216·67	305·02	240·38	177·66	240·02	300·20	145·33	207·64	1st half	40
213·21	266·17	167·72	237·17	182·34	236·72	263·81	186·40	180·98	248·11	262·04	122·89	184·36	2nd ,,	
2·70	3·30	0·66	2·09	1·82	0·52	1·44	0·63	1·14	1·31	2·20	0·98	1·01	1st half	41
2·33	2·89	0·56	2·67	1·72	0·53	1·94	0·76	1·26	1·60	2·16	0·87	0·95	2nd ,,	
923,829	275,619	1,035,101	1,768,808	625,038	949,615	170,797	1,220,295	604,528	193,031	95,424	14,122	349,899	1st half	42
901,150	304,190	1,112,444	1,684,887	620,713	926,898	177,294	1,160,980	595,679	206,188	94,376	9,194	282,302	2nd ,,	
1,093,845	274,589	878,369	1,670,810	701,457	1,279,566	166,946	1,878,105	592,613	163,371	96,210	14,803	443,717	1st half	43
1,074,504	318,236	936,778	1,577,604	707,815	1,192,327	173,958	1,618,627	578,665	176,768	99,789	12,598	393,957	2nd ,,	
...	1,388,580	543,331	1,062,010	...	...	...	904,208	1,044,271	117,345	...	...	...	1st half	44
...		589,274	1,093,285	...	...	...	577,308	1,024,819	115,827	...	...	22,218	2nd ,,	
5,031,708	1,314,037	8,982,648	15,985,846	4,905,630	11,627,288	1,854,799	10,170,343	4,703,273	1,590,517	1,241,238	143,515	2,265,644	1st half	45
5,506,162		9,304,110	15,703,031	5,375,415	12,213,153	1,675,406	8,559,109	4,805,563	10,642,571	1,226,038	126,546	1,932,760	2nd ,,	
933,257	269,043	284,598	1,396,184	517,652	2,097,891	242,257	967,742	775,297	101,749	82,574	8,116	119,719	1st half	46
943,119	229,063	249,824	1,322,289	474,315	2,204,835	345,605	931,656	760,220	117,688	68,681	6,271	120,751	2nd ,,	
...	228,864	1,156,722	3,100,027	793 033	2,951	131,603	981,776	476,881	167,831	225,133	32,554	495,651	1st half	47
...	229,188	1,244,324	3,261,449	872,493	2,907	142,706	958,770	487,964	149,412	240,911	31,406	403,736	2nd ,,	
7,982,639	2,436,695	12,900,769	24,983,685	7,548,810	15,957,311	2,566,402	16,122,469	8,196,863	2,334,744	1,740,569	210,110	3,674,630	1st half	48
8,394,935	2,394,714	13,437,254	24,692,545	8,050,751	16,540,120	2,514,969	13,806,450	8,252,010	20,408,454	1,729,795	186,015	3,155,724	2nd ,,	
1·51	2·53	1·67	1·68	1·58	1·10	1·72	1·78	1·54	2·18	1·26	0·70	1·96	1st half	49
1·45	2·65	1·60	1·59	1·55	1·09	2·04	1·87	1·45	2·70	1·17	0·66	1·85	2nd half	
1·79	2·52	1·39	1·59	1·77	1·49	1·68	2·74	1·51	1·83	1·27	0·93	2·49	1st half	50
1·72	2·78	1·35	1·48	1·76	1·41	2·00	2·60	1·41	2·31	1·24	0·90	2·58	2nd ,,	
...	12·74	0·86	1·01	...	...	...	1·32	2·66	1·32	...	...	...	1st half	51
...	11·47	0·85	1·03	...	...	...	0·93	2·50	1·52	...	...	0·14	2nd ,,	
8·23		14·23	15·22	12·36	13·48	18·68	14·85	11·98	17·86	16·36	8·98	12·70	1st half	52
8·83		13·42	14·78	13·39	14·42	19·30	13·77	11·71	21·49	15·22	9·05	12·66	2nd ,,	
1·53	2·47	0·45	1·33	1·30	2·43	2·44	1·41	1·98	1·14	1·09	0·51	0·67	1st half	53
1·46	2·00	0·36	1·29	1·18	2·60	3·98	1·50	1·85	1·54	0·85	0·45	0·79	2nd ,,	
...	2·10	1·83	2·95	2·01	...	1·33	1·43	1·21	1·88	2·97	2·04	2·78	1st half	54
...	2·00	1·80	3·07	2·17	...	1·64	1·54	1·19	1·96	2·99	2·25	2·64	2nd ,,	
13·06	22·36	20·43	23·78	19·02	18·50	25·85	23·53	20·88	26·21	22·95	13·16	20·60	1st half	55
13·46	20·90	19·38	23·24	20·05	19·32	28·96	22·21	20·11	31·52	21·47	13·31	20·66	2nd ,,	
21·23	21·16	5·24	8·03	12·58	8·15	10·07	8·50	8·92	15·87	9·46	13·82	7·04	1st half	56
20·87	16·36	3·78	6·34	12·55	7·83	10·30	8·72	8·41	16·42	6·50	7·14	6·07	2nd ,,	
23·94	30·14	5·20	13·18	19·58	11·66	10·50	11·19	13·53	34·12	15·11	11·54	18·61	1st half	57
26·84	25·07	3·72	11·96	20·18	12·15	11·13	11·67	14·16	32·33	11·76	7·12	14·94	2nd ,,	
...	42·34	8·90	25·85	...	...	...	14·02	12·54	8·34	...	...	...	1st half	58
...	45·05	6·54	22·68	...	...	...	11·79	12·90	7·50	...	...	13·74	2nd ,,	
44·16		26·76	34·04	27·40	31·51	48·43	39·84	33·94	28·24	36·22	31·86	42·84	1st half	59
47·76		24·55	30·60	26·00	32·28	40·34	35·33	35·50	24·32	34·06	26·86	38·20	2nd ,,	
62·31	49·70	62·61	48·79	62·42	12·61	27·09	20·08	26·98	70·43	61·55	71·29	71·52	1st half	60
62·69	50·41	60·28	55·59	65·17	11·24	29·96	21·32	32·98	67·44	78·73	76·51	56·93	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore Bunhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TRED COM XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda, and Central India railway system.
	COACHING TRAFFIC—*contd.* VEHICLES AND VEHICLE-MILEAGE —*concld.*											
	Carrying capacity hauled one mile (excluding brakes)—											
61	1st class . . . *Seats*	1st half	64,513,012	2,298,744	6,927,392	14,337,495	37,261,126	21,232,103 (c)	14,350,289	4,719,426	45,790,098	20,028,378
		2nd ,,	61,902,957	2,226,504	7,453,784	14,714,397	36,578,909	19,910,838 (c)	14,853,637	5,397,756	47,723,943	20,186,872
62	2nd ,, . . . ,,	1st half	93,092,275	3,509,256	10,788,051	20,894,127	51,255,779	26,875,828	17,159,088	7,022,502	116,689,906	66,384,026
		2nd ,,	92,839,977	3,375,838	11,770,872	19,633,562	51,674,655	25,575,263 (c)	17,566,752	8,461,134	112,704,172 (a)	68,177,738
63	3rd or intermediate class ,,	1st half	204,724,322	8,695,528	17,086,913	41,358,656 (a)	86,704,753	49,706,251 (c)	60,242,488	2,944,394	93,597,750 (a)	47,043,450
		2nd ,,	194,022,380	8,484,776	17,339,080	44,414,645 (b)	93,712,170	52,848,269 (c)	62,440,897	3,438,120	95,975,004 (b)	49,870,920
64	4th or lowest ,, ,,	1st half	1,572,336,131	74,493,977	220,841,046	172,752,499 (b)	897,744,674	308,364,233	212,383,039	173,167,028	507,549,400 (b)	293,023,474
		2nd ,,	1,614,339,502	52,733,738	247,550,209	180,060,528	946,020,047	307,732,230 (c)	226,217,716	214,055,280	569,206,810	324,598,728
65	Other vehicles . . *Tons*	1st half	46,360,721	2,794,909	1,926,398	3,945,799	40,164,817	12,988,637 (c)	7,312,005	9,385,153	13,205,367	7,269,477
		2nd ,,	47,079,856	4,517,998	2,000,576	3,974,837	35,423,924	13,101,830	8,206,827	5,470,295	13,885,655	6,638,385
	Percentage of freight upon capacity hauled—											
66	1st class . . *Per cent.*	1st half	6·76	3·03	5·22	7·96	8·77	4·92	6·52	6·62	10·48	8·86
		2nd ,,	6·51	2·33	5·23	7·92	7·77	4·81	5·50	5·74	10·33	7·14
67	2nd ,, . . . ,,	1st half	12·85	13·36	8·21	16·78	19·55	10·64	11·13	9·88	18·32	17·61
		2nd ,,	13·45	9·33	9·98	16·56	16·35	11·51	10·18	11·19	15·94	14·89
68	3rd or intermediate class ,,	1st half	19·24	10·26	7·52	(a) 34·85	28·16	15·37	16·62	13·57	(a)22·26	46·37
		2nd ,,	19·15	12·02	7·77	(a) 26·48	25·45	14·34	15·61	13·28	(a)21·82	41·94
69	4th or lowest ,, ,,	1st half	35·11	25·58	38·86	(b) 33·16	40·31	40·89	39·83	42·16	(b)42·08	41·15
		2nd ,,	33·96	33·87	35·36	(b) 26·89	37·61	38·44	36·17	33·09	(b)38·31	41·96
70	Other vehicles . ,,	1st half	15·41	5·20	23·85	26·27	8·16	7·67	8·39	2·96	37·03	30·88
		2nd ,,	18·54	3·75	28·33	52·50	13·90	7·93	8·92	5·43	38·21	30·86
	WEIGHT OF TRAIN AND TON-MILEAGE—											
	Gross ton-mileage of all coaching trains—											
71	Freight . . . *Ton-miles*	1st half	44,023,303	1,386,614	5,792,570	5,713,468	27,586,121	9,894,314	6,535,596	4,768,331	21,145,244	11,960,110
		2nd ,,	45,258,678	1,332,691	5,997,741	5,688,937	28,660,476	8,922,053	6,454,872	4,680,609	21,527,321	12,333,232
72	Dead weight . . ,,	1st half	643,434,537	25,643,586	105,248,552	111,747,073	440,350,467	170,392,877	108,603,340	79,313,726	419,734,491	162,883,220
		2nd ,,	653,476,552	25,539,645	113,971,592	114,718,701	465,382,620	165,119,682	116,452,714	96,674,159	446,961,499	174,564,030
73	Total . . . ,,	1st half	687,457,840	27,032,200	111,041,127	117,480,541	467,936,588	180,287,191	115,138,936	84,082,057	440,879,645	174,843,330
		2nd ,,	698,732,230	26,872,336	119,969,333	120,306,738	494,043,096	174,041,736	122,907,586	101,354,768	468,533,820	186,897,762
	Average weight of a coaching train—											
74	Freight . . . *Tons*	1st half	16·39	10·44	14·55	12·11	14·97	13·65	12·62	17·15	10·49	16·05
		2nd ,,	16·19	10·85	13·80	11·18	14·89	12·24	11·98	13·30	10·67	16·04
75	Dead weight . . ,,	1st half	239·59	193·19	264·38	236·09	238·96	224·79	209·74	285·22	208·31	218·63
		2nd ,,	233·79	207·89	262·23	229·54	241·85	226·48	216·22	274·72	208·61	227·09
76	Total . . . ,,	1st half	255·98	203·63	278·93	248·20	253·93	237·84	222·36	302·37	218·80	234·68
		2nd ,,	249·98	218·74	276·01	240·72	256·74	238·72	228·20	288·02	218·68	243·13
	COST OF WORKING AND PROFIT—											
77	Average cost of hauling a coaching train one mile . *R*	1st half	1·00	1·30	1·35	1·38	1·24	1·18	1·80	1·77	1·37	1·76
		2nd ,,	0·90	1·31	1·23	1·43	1·31	1·11	1·25	1·69	1·50	1·71
78	Average cost of hauling a coaching vehicle with its load one mile . . *Pies*	1st half	11·70	19·85	15·77	19·19	15·87	16·23	26·07	18·69	24·04	26·46
		2nd ,,	10·93	18·23	14·45	20·79	16·71	16·47	17·55	19·60	26·64	24·75
	Average cost of hauling a coaching unit one mile—											
79	Per passenger unit . *Pies*	1st half	0·77	1·44	1·10	1·45	0·99	1·21	1·60	1·18	1·72	1·42
		2nd ,,	0·73	1·42	1·08	1·88	1·11	1·14	1·17	1·39	2·06	1·35
80	Other traffic per ton . ,,	1st half	6·20	25·79	12·01	14·54	13·25	8·07	38·65	42·49	13·54	13·41
		2nd ,,	5·22	21·43	9·50	9·91	10·40	7·74	24·93	43·79	14·79	13·73
81	Average profit on working a coaching train one mile *R*	1st half	2·64	1·30	1·28	1·46	1·81	1·78	1·14	2·10	0·62	1·56
		2nd ,,	2·65	1·51	1·31	1·15	1·63	1·66	1·55	1·31	0·46	1·65
	Average profit on working a coaching vehicle one mile—											
82	1st class . . . *Pies*	1st half	3·75	—14·49	—6·02	—6·52	—2·94	—5·07	—7·60	—7·91	—7·62	—7·16
		2nd ,,	3·87	—12·46	—4·73	—7·97	—5·20	—4·73	—5·78	—10·43	—10·27	—8·92
83	2nd ,, . . . ,,	1st half	7·38	—4·76	—7·72	—1·99	0·57	—1·59	—7·87	—6·45	—4·51	8·97
		2nd ,,	9·89	3·15	—4·70	—3·60	—1·39	0·41	—0·48	—7·66	—7·91	6·72
84	3rd or intermediate class ,,	1st half	21·89	—6·54	—7·67	39·15	12·79	2·21	—0·13	—8·11	9·33	65·21
		2nd ,,	21·58	4·29	—5·99	(a)23·46	9·04	0·86	7·00	—9·62	(a) 6·66	58·34
85	4th or lowest ,, ,,	1st half	38·95	34·42	21·28	29·48	32·66	36·21	31·42	38·84	16·08	26·28
		2nd ,,	38·90	34·48	20·29	(b)18·80	28·73	36·40	35·11	27·58	(b)10·89	29·61
86	Other vehicles . . ,,	1st half	39·74	7·30	34·61	27·13	22·10	60·38	10·88	—2·55	43·07	26·94
		2nd ,,	46·58	7·76	42·80	57·39	28·85	59·33	21·28	—2·52	45·48	22·43

(a) Third class by mail trains.
(b) Third class by other than mail trains.
(c) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1859.

GAUGE.		METRE GAUGE.												
GUARANTEES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1859.	Progressive number.
XIX.	XXXI.	XXXIX.	XLI.	XLIII.	XLVI.	XLVIII.	XLIX.	L.	LVI.	LXXII.		LXXIV.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpur-Bikaner. Jodhpur section.	Jodhpur-Bikaner. Bikaner section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
10,214,152	3,550,229	10,763,722	18,546,566	5,039,464	8,283,904	1,589,068	10,148,480	6,579,039	2,327,178	1,114,541	130,220	3,755,177	1st half	61
10,285,851	3,901,016	10,826,954	17,772,812	5,002,181	8,000,869	1,576,784	9,679,248	6,414,564	2,474,256	1,113,774	109,509	3,012,398	2nd ,,	
21,719,689	4,699,804	12,943,685	20,905,222	8,722,994	15,239,89	2,566,724	26,211,262	7,009,182	1,960,44	1,153,734	162,690	6,042,703	1st half	62
21,020,981	5,477,51	13,918,404	20,393,810	8,806,323	14,876,23	2,724,816	21,885,215	6,857,814	2,121,216	1,193,200	136,096	5,225,631	2nd ,,	
...		11,901,402	26,745,684	...	...	...	20,583,152	18,194,492	1,985,24	...	...	...	1st half	63
...	83,547,744	12,851,251	29,044,321	...	...	...	12,788,952	17,864,710	2,115,91	...	...	408,74	2nd ,,	
256,566,791	79,319,03	264,763,757	511,398,180	155,661,908	361,743,070	65,668,187	291,763,517	145,496,979	48,689,776	39,949,636	4,639,728	69,026,190	1st half	64
280,759,200		273,316,967	510,792,206	72,567,418	380,001,05	60,388,498	249,904,07	148,279,560	52,115,752	39,261,032	4,105,036	58,328,514	2nd ,,	
3,862,955	2,829,287	745,495	8,877,868	1,444,249	4,368,967	841,892	4,551,340	3,345,866	465,829	551,370	66,006	433,387	1st half	65
3,792,141	2,241,258	628,320	8,669,988	1,323,339	4,608,255	1,834,435	4,357,35	3,270,259	533,108	551,353	57,215	437,118	2nd ,,	
16·47	10·67	2·47	5·63	13·82	8·0	7·09	7·5	5·84	4·98	4·80	6·56	5·99	1st half	66
18·24	8·40	2·93	4·49	13·70	7·7	7·78	7·4	5·60	5·12	3·06	3·33	5·13	2nd ,,	
26·02	38·2	3·69	18·10	30·38	16·56	8·77	12·3	18·29	26·19	21·00	17·50	25·15	1st half	67
28·34	30·3	4·05	14·57	29·70	16·8	9·27	13·4	19·75	23·45	16·40	10·98	20·6	2nd ,,	
...		8·33	34·44	...	...	...	16·6	23·28	12·31	...	...	...	1st half	68
...	33·80	9·49	28·61	...	...	...	14·3	24·00	10·24	...	...	18·67	2nd ,,	
40·29	35·94	45·38	53·14	43·19	50·78	45·60	53·89	43·88	42·11	56·27	49·27	51·14	1st half	69
44·56		44·77	46·97	40·52	51·9	37·37	44·16	45·87	34·77	53·19	41·39	45·99	2nd ,,	
42·69	12·7	55·78	24·78	49·96	10·2	16·94	9·6	13·36	25·10	30·23	23·66	41·71	1st half	70
38·24	14·72	61·36	32·74	52·17	9·78	9·19	10·8	15·80	22·94	31·58	21·21	33·24	2nd ,,	
8,548,880	2,235,146	7,749,666	19,466,170	5,037,139	11,735,89	1,968,676	10,410,972	4,672,687	1,414,516	1,539,857	155,919	2,442,728	1st half	71
9,620,277	2,207,754	7,385,868	18,046,027	5,163,607	12,557,007	1,552,812	7,509,481	5,012,851	1,274,940	1,446,183	115,648	1,862,163	2nd ,,	
109,266,096	31,374,589	88,256,243	154,732,404	58,145,090	117,9[illegible]2,68	22,665,842	107,871,848	52,310,763	14,857,019	13,120,845	1,883,837	24,943,857	1st half	72
113,285,280	31,501,692	94,107,085	153,386,005	61,427,971	117,033,766	21,807,357	99,994,027	53,633,513	15,267,612	13,264,911	1,665,807	21,172,489	2nd ,,	
117,814,975	33,609,735	96,005,909	174,198,574	63,182,229	129,648,579	24,634,518	118,282,820	56,983,450	16,271,535	14,660,702	2,039,756	27,386,585	1st half	73
122,905,557	33,709,440	101,492,953	171,432,032	66,591,578	129,590,77	23,360,169	107,503,508	58,646,364	16,542,552	14,711,994	1,781,455	23,034,652	2nd ,,	
13·99	20·54	12·27	18·52	12·69	13·6	19·83	15·20	11·99	15·88	20·30	9·75	13·69	1st half	74
15·43	19·27	19·65	16·99	12·86	14·8	17·88	12·08	12·22	16·68	17·95	8·27	12·20	2nd ,,	
178·79	287·91	139·75	147·26	146·53	136·7	228·29	157·49	133·25	166·84	172·98	117·85	139·82	1st half	75
181·70	274·91	135·75	144·37	152·96	138·16	251·16	160·90	130·73	199·79	164·64	149·87	138·64	2nd ,,	
192·78	308·42	152·02	165·78	159·23	150·31	248·12	172·69	145·15	182·69	193·28	127·6[illegible]	153·51	1st half	76
197·13	294·18	146·40	161·36	165·82	152·9[illegible]	269·04	172·98	142·95	216·47	182·59	127·44	150·84	2nd ,,	
1·31	1·45	0·79	1·25	1·45	1·28	2·19	1·46	1·08	1·19	1·60	0·71	1·58	1st half	77
1·45	1·16	0·93	0·98	1·48	1·25	1·98	1·54	0·98	1·72	1·03	0·61	1·67	2nd ,,	
19·19	13·74	8·19	11·55	16·36	13·33	17·11	12·73	10·58	9·36	15·41	12·24	16·99	1st half	78
20·69	11·78	10·10	9·30	15·90	12·33	13·92	14·32	9·98	11·19	10·65	10·53	17·81	2nd ,,	
1·21	0·89	0·77	0·82	1·44	0·99	1·26	1·4[illegible]	1·07	0·90	0·96	0·88	1·40	1st half	79
1·17	0·75	1·04	0·73	1·45	0·90	1·25	1·48	0·91	1·26	0·71	0·9[illegible]	1·66	2nd ,,	
10·78	9·42	6·10	8·20	12·12	61·33	25·47	26·99	15·82	9·38	9·17	7·46	12·75	1st half	80
12·67	7·71	7·26	5·43	11·37	52·84	26·21	26·02	18·89	11·99	5·39	6·66	16·48	2nd ,,	
1·47	2·67	1·46	2·10	1·02	1·23	3·05	2·10	1·67	2·42	2·00	1·07	1·82	1st half	81
1·62	2·64	0·99	2·02	1·02	1·46	2·71	1·46	1·84	2·23	2·14	8·8[illegible]	1·35	2nd ,,	
2·04	7·42	—2·05	—3·52	—3·78	—5·18	—7·04	—4·23	—1·66	6·56	—5·05	1·61	—9·05	1st half	82
0·18	4·58	—6·32	—2·56	—3·35	—4·50	—3·62	—5·60	—1·57	5·23	—4·15	3·39	—11·74	2nd ,,	
4·75	16·40	—2·99	1·63	3·22	—1·67	—6·61	—1·5[illegible]	2·95	24·81	—0·30	—0·67	1·62	1st half	83
6·15	13·29	—6·38	2·66	4·28	—0·18	—2·79	—2·65	4·18	21·14	1·11	3·4[illegible]	—2·87	2nd ,,	
...		0·71	14·30	...	...	...	1·2[illegible]	1·96	0·97	...	...	...	1st half	84
...	28·60	—3·56	13·38	...	...	...	—2·53	2·92	—3·69	...	...	—40·7	2nd ,,	
24·92	33·27	18·57	22·49	11·04	18·18	31·38	27·11	23·36	18·93	—0·81	19·68	25·85	1st half	85
27·07		14·45	21·30	10·10	19·95	26·42	21·01	25·52	13·18	23·41	16·3[illegible]	20·39	2nd ,,	
43·12	35·9[illegible]	54·42	37·24	46·06	—0·7[illegible]	9·9[illegible]	7·3[illegible]	16·40	61·12	46·14	59·08	54·53	1st half	86
42·90	38·6[illegible]	50·18	46·29	49·27	—1·0[illegible]	6·0[illegible]	7·49	23·90	56·25	68·08	65·98	39·12	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by gu comp. XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system
	COACHING TRAFFIC—*concld.*											
	Cost of Working and Profit—*concld.*											
	Average profit on working a coaching unit one mile—											
87	Per passenger unit *Pies*	1st half	1·96	1·50	0·97	1·41	1·43	1·56	1·10	1·49	0·56	1·18
		2nd „	2·01	1·71	1·03	1·02	1·30	1·54	1·52	1·21	0·29	1·25
88	Other traffic per ton „	1st half	24·14	17·22	27·23	24·12	20·89	30·99	8·83	4·16	20·09	17·52
		2nd „	23·63	15·12	28·38	27·78	18·87	30·36	24·70	3·41	21·20	16·97
	GOODS TRAFFIC.											
	Gross receipts and train mileage—											
89	Receipts from goods traffic . . *R*	1st half	2,21,31,585	1,16,001	33,44,788	25,91,088	1,23,74,628	31,91,168	17,98,847	10,85,082	1,60,94,803	73,27,682
		2nd „	2,25,94,590	2,22,337	30,18,839	25,83,323	99,60,793	25,98,328	37,12,586	9,68,933	1,11,21,063	64,17,367
90	Goods train-miles run *No.*	1st half	4,542,338	60,070	697,536	672,630	2,821,430	921,731	380,232	411,373	2,839,881	819,181
		2nd „	4,787,328	94,503	798,011	634,613	2,378,375	773,314	570,767	451,565	2,436,554	815,571
91	Average goods receipts per train-mile *R*	1st half	4·87	1·93	4·80	3·85	4·39	3·46	4·73	2·64	5·63	8·95
		2nd „	4·72	2·35	3·78	4·07	4·19	3·36	6·50	2·15	4·56	7·87
	Units and Unit-mileage—											
92	Tons of goods carried one mile *Ton-miles*	1st half	914,831,595	3,821,769	107,934,270	84,762,110	455,972,238	116,456,852	50,118,670	47,025,027	427,368,250	181,377,901
		2nd „	937,847,855	6,096,357	120,692,599	73,090,497	364,632,927	87,000,899	86,323,162	46,163,472	320,109,654	158,030,812
93	Average sum received for carrying a ton one mile *Pies*	1st half	4·64	5·83	5·95	5·87	5·21	5·26	6·89	4·43	7·23	7·76
		2nd „	4·63	7·00	4·80	6·79	5·24	5·73	8·26	4·03	6·67	7·80
94	Average number of tons in a train *Tons*	1st half	201·40	63·62	154·74	126·01	161·61	126·35	131·81	114·31	149·44	221·41
		2nd „	195·90	64·51	151·24	115·17	153·32	112·50	151·24	102·23	131·38	193·77
	Vehicles and vehicle-mileage—											
	Number of goods vehicles hauled one mile—											
95	Loaded . *Vehicle-miles*	1st half	87,623,821	594,997	11,715,887	10,552,631	56,023,836	(a) 15,695,432	7,052,418	4,366,145	48,941,420	23,961,348
		2nd „	90,846,680	1,104,486	13,403,511	10,474,887	46,592,910	13,437,636	12,571,661	4,829,446	40,439,522	22,957,299
96	Empty . „	1st half	41,145,599	307,622	5,690,403	6,590,713	23,590,962	(a) 6,281,571	1,933,142	2,348,724	19,677,034	7,507,189
		2nd „	39,766,396	808,176	7,715,016	6,118,309	17,055,925	5,870,674	6,535,856	2,531,579	16,290,115	9,199,919
97	Brake-vans „	1st half	4,081,177	86,820	1,281,887	1,198,710	3,226,656	(a) 1,052,966	389,376	540,508	5,225,995	619,834
		2nd „	4,352,944	119,969	1,562,348	1,147,184	3,101,032	1,012,973	571,928	696,274	4,354,674	694,155
98	Total . „	1st half	132,850,597	989,439	18,688,177	18,342,054	82,841,454	(a) 23,029,969	10,274,936	7,255,377	73,844,449	32,088,371
		2nd „	134,965,120	2,032,631	22,680,875	17,740,380	66,749,867	20,321,283	19,679,445	8,057,299	61,084,311	32,851,373
	Average number of vehicles in a goods train—											
99	Freight vehicles . *No.*	1st half	28·35	15·03	24·95	25·49	28·22	(a) 25·43	26·00	16·32	23·99	38·41
		2nd „	27·28	20·24	26·46	26·14	26·76	24·97	33·48	16·30	23·28	39·43
100	Brake-vans . . „	1st half	0·90	1·44	1·84	1·78	1·14	(a) 1·22	1·02	1·31	1·83	0·76
		2nd „	0·91	1·27	1·96	1·81	1·30	1·31	1·00	1·54	1·79	0·85
101	Total . . . „	1st half	29·25	16·47	26·79	27·27	29·36	(a) 26·65	27·02	17·63	25·82	39·17
		2nd „	28·19	21·51	28·42	27·95	28·06	26·28	34·48	17·84	25·07	40·28
102	Average earnings per goods vehicle per mile (excluding brakes) . . *Pies*	1st half	33·00	23·36	36·89	29·02	29·84	(a) 25·10	34·93	31·03	45·03	44·71
		2nd „	33·21	22·32	27·45	29·89	30·05	25·84	37·31	25·27	37·64	38·32
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	1,788,303,147	13,449,023	234,924,882	203,097,626	1,014,311,284	(a) 241,392,819	113,100,853	103,109,153	879,552,861	378,074,802
		2nd „	1,840,345,382	28,498,664	292,410,741	209,748,102	813,011,613	212,169,160	219,342,986	112,495,501	745,689,384	392,890,676
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	51·16	28·42	45·94	39·78	44·95	45·48	44·31	45·61	48·59	47·97
		2nd „	50·96	21·39	41·28	34·85	44·85	41·01	39·36	41·04	42·93	40·22
105	Average load of a goods vehicle (including both loaded and empty) . . *Tons*	1st half	7·10	4·23	6·20	4·94	5·73	4·89	5·07	7·00	6·23	5·76
		2nd „	7·18	3·19	5·72	4·40	5·73	4·51	4·52	6·27	5·64	4·91
106	Average load of a loaded goods vehicle . „	1st half	10·44	6·42	9·21	8·03	8·14	6·89	6·30	10·77	8·73	7·57
		2nd „	10·32	5·52	9·00	6·98	7·83	6·47	6·87	9·56	7·92	6·88
	Weight of Train and Ton-mileage—											
	Gross ton-mileage of all goods trains—											
107	Freight . . . *Tons*	1st half	914,831,595	3,821,769	107,934,270	84,762,110	455,972,238	116,456,852	50,118,670	47,025,027	427,368,250	181,377,901
		2nd „	937,847,855	6,096,357	120,692,599	73,090,497	364,652,927	87,000,899	86,323,162	46,163,472	320,109,654	158,030,812
108	Dead-weight . . „	1st half	1,116,782,895	11,038,638	202,039,577	182,044,823	775,536,105	205,330,450	96,163,324	86,682,713	691,922,821	248,972,031
		2nd „	1,161,990,212	21,038,005	237,674,803	175,626,658	640,674,899	174,872,247	176,170,390	97,047,421	580,106,697	258,734,628
109	Total . . . „	1st half	2,031,614,490	14,860,407	309,973,847	266,806,933	1,231,508,343	321,787,302	146,281,994	133,707,740	1,119,291,071	430,349,932
		2nd „	2,099,838,067	27,134,362	358,367,402	248,717,155	1,005,327,826	261,873,146	262,493,552	143,210,893	900,216,351	416,765,440

(a) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.	METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
										LXXII. Jodhpur-Bikaner.		LXXIV.		
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlia (3' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	Jodhpur section.	Bikaner section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
1·18	1·51	1·32	1·31	0·77	1·09	1·82	1·63	1·60	1·65	1·12	1·23	1·51	1st half	87
1·17	1·62	1·02	1·39	0·76	1·17	1·87	1·44	1·74	1·38	1·35	1·17	1·24	2nd ,,	
24·48	27·81	36·75	22·77	32·66	—2·02	20·53	17·48	31·00	51·91	21·31	29·59	34·62	1st half	88
26·8	27·15	31·79	21·47	33·40	2·13	14·72	16·95	29·64	52·89	25·65	32·88	30·87	2nd ,,	
31,34,905	15,54,869	23,24,870	83,39,994	26,33,335	21,16,545	2,88,309	22,33,939	14,77,880	4,89,953	6,16,810	52,804	5,97,752	1st half	89
37,69,890	18,66,783	18,11,427	99,14,368	27,90,859	20,82,565	3,59,050	20,66,070	22,15,994	4,08,642	7,32,945	59,042	5,11,643	2nd ,,	
679,723	333,407	783,692	1,880,203	922,108	868,717	218,199	835,979	519,494	213,059	159,612	18,881	147,335	1st half	90
781,516	396,497	716,369	2,551,576	1,167,240	817,832	206,922	863,375	570,909	201,517	180,234	29,027	136,171	2nd ,,	
4·61	4·66	2·97	4·44	2·86	2·44	1·02	2·67	2·84	2·30	3·86	2·80	4·06	1st half	91
4·82	4·71	2·53	3·89	2·39	2·55	1·74	2·57	3·88	2·03	4·07	2·03	3·76	2nd ,,	
72,181,133	55,264,637	83,000,592	225,447,976	77,779,093	46,406,429	15,728,042	67,078,339	36,756,372	13,188,678	13,664,528	1,069,648	8,786,892	1st half	92
87,247,314	65,880,949	66,984,409	289,162,580	89,275,014	45,845,701	18,177,510	57,977,301	41,849,901	12,499,083	15,684,784	1,477,408	8,624,897	2nd ,,	
8·34	5·40	5·38	7·10	6·50	8·76	3·52	6·39	7·72	7·10	8·67	9·48	13·06	1st half	93
8·30	5·44	5·19	6·58	6·00	8·72	3·79	6·84	10·17	6·28	8·97	7·67	11·39	2nd ,,	
106·19	165·76	105·91	119·91	84·35	53·4	72·08	80·24	70·75	61·90	85·61	56·65	59·64	1st half	94
111·64	166·17	93·51	113·33	76·48	56·06	87·85	72·17	73·30	62·02	87·02	50·90	63·34	2nd ,,	
12,213,706	4,841,196	13,979,073	45,302,936	16,384,091	12,106,681	4,485,318	16,721,294	11,406,296	2,727,944	2,510,536	203,505	2,720,650	1st half	95
13,660,790	6,040,802	11,493,351	58,351,755	18,181,151	11,446,943	5,357,333	14,310,929	11,862,781	2,376,508	2,873,664	252,238	2,234,943	2nd ,,	
4,003,431	2,957,103	5,227,076	10,736,457	4,442,922	4,456,244	1,720,259	7,073,394	2,413,376	1,605,694	1,404,592	166,413	942,189	1st half	96
4,802,275	4,330,963	5,250,176	21,891,027	8,298,731	3,839,625	1,544,928	5,908,356	3,928,223	1,263,199	1,779,024	220,662	1,283,646	2nd ,,	
2,664,938	666,814	957,228	1,603,052	1,204,298	541,858	362,142	1,361,496	563,540	310,334	78,450	3,306	71,658	1st half	97
2,898,752	775,179	837,551	2,132,564	1,563,616	488,275	333,534	1,282,358	613,920	309,792	91,952	11,708	82,739	2nd ,,	
18,882,075	8,465,113	20,163,377	57,642,445	22,031,311	17,104,783	6,567,919	25,156,184	14,383,212	4,652,972	3,993,578	373,224	3,734,497	1st half	98
21,361,817	11,146,944	17,581,078	82,375,346	28,043,498	15,774,843	7,235,795	21,501,643	16,404,924	3,949,499	4,744,640	484,608	3,601,328	2nd ,,	
23·86	23·39	24·51	29·81	22·59	19·07	28·44	28·46	26·60	20·34	24·53	19·59	24·86	1st half	99
23·62	20·16	23·37	31·45	22·69	18·69	33·36	25·16	27·66	18·06	25·81	16·29	25·84	2nd ,,	
3·92	2·00	1·22	0·85	1·30	0·62	1·66	1·63	1·09	1·50	0·49	0·18	0·49	1st half	100
3·71	1·95	1·17	0·83	1·34	0·60	1·61	1·60	1·07	1·54	0·51	0·40	0·61	2nd ,,	
27·78	25·39	25·73	30·66	23·89	19·69	30·10	30·09	27·69	21·84	25·02	19·77	25·35	1st half	101
27·33	28·11	24·54	32·28	24·03	19·29	34·97	26·76	28·73	19·60	26·32	16·69	26·45	2nd ,,	
37·12	38·28	23·24	28·57	24·28	24·54	8·92	18·03	20·53	21·61	30·25	27·41	31·33	1st half	102
39·20	34·56	20·77	23·72	20·24	26·16	9·99	19·62	26·94	21·56	30·25	23·97	27·92	2nd ,,	
192,103,684	96,944,595	158,727,438	404,030,849	139,231,537	100,250,041	43,606,161	161,531,883	87,471,923	34,777,841	27,268,367	2,571,805	21,532,705	1st half	103
218,602,555	129,710,792	135,427,046	582,970,345	177,589,580	98,794,643	47,647,711	139,568,473	102,688,931	29,900,149	33,214,994	3,337,648	20,829,491	2nd ,,	
57·57	57·01	52·29	55·80	55·86	46·29	36·07	41·53	42·02	37·92	50·11	41·59	40·81	1st half	104
39·91	50·80	49·46	49·60	50·27	46·41	38·15	41·54	40·75	41·80	47·22	44·26	41·41	2nd ,,	
4·45	7·09	4·32	4·02	3·73	2·80	2·53	2·82	2·66	3·04	3·49	2·89	2·40	1st half	105
4·73	6·35	4·00	3·60	3·37	3·00	2·63	2·87	2·65	3·43	3·37	3·12	2·45	2nd ,,	
5·91	11·42	5·94	4·98	4·75	3·83	3·51	4·01	3·22	4·83	5·44	5·26	3·23	1st half	106
6·39	10·91	5·83	4·96	4·91	4·01	3·41	4·05	3·53	5·26	5·46	5·86	3·86	2nd ,,	
72,181,133	55,264,637	83,000,592	225,447,976	77,779,093	46,406,429	15,728,042	67,078,339	36,756,372	13,188,678	13,664,528	1,069,648	8,786,892	1st half	107
87,247,314	65,880,949	66,984,409	289,162,580	89,275,014	45,845,701	18,177,510	57,977,301	41,849,901	12,499,083	15,684,784	1,477,408	8,624,897	2nd ,,	
174,995,818	83,340,399	100,310,437	278,606,355	112,525,091	96,290,441	34,600,759	116,993,835	71,222,536	24,301,018	20,598,495	1,934,868	18,046,126	1st half	108
196,761,055	106,243,991	88,419,777	388,309,772	144,449,039	89,753,264	38,809,702	105,896,834	82,505,748	15,112,442	23,895,168	2,859,123	17,260,440	2nd ,,	
247,176,951	138,605,036	183,311,029	504,054,331	190,304,184	142,696,870	50,328,801	184,072,174	107,978,908	37,489,696	34,262,933	3,004,516	26,803,018	1st half	109
284,008,369	172,130,940	155,404,186	677,472,352	233,724,053	135,598,965	56,987,212	163,874,135	124,355,649	27,611,525	39,579,952	4,330,531	25,885,337	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by Tied Companies. XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	GOODS TRAFFIC—*concld.*											
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*											
	Average weight of a goods train—											
110	Freight . . . . . *Tons*	1st half	201·40	63·62	154·74	126·01	161·61	126·34	131·81	114·31	149·44	221·41
		2nd „	195·90	64·51	151·24	115·17	153·32	112·51	151·24	102·23	131·38	193·77
111	Dead-weight . . . . . „	1st half	245·86	183·76	289·64	270·65	274·87	222·77	252·91	210·72	241·94	303·93
		2nd „	242·72	222·62	297·83	276·75	269·38	226·13	308·65	214·91	238·08	317·24
112	Total . . . . . „	1st half	447·26	247·38	444·38	396·66	436·48	349·11	384·72	325·03	391·38	525·34
		2nd „	438·62	287·13	449·07	391·92	422·70	338·64	459·89	317·14	369·46	511·01
	COST OF WORKING AND PROFIT											
113	Average cost of hauling a goods train one mile . . . . . *R*	1st half	1·74	1·58	2·15	2·21	2·13	1·73	3·12	1·90	2·44	3·94
		2nd „	1·58	1·71	2·00	2·33	2·16	1·58	2·51	1·86	2·54	3·60
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies*	1st half	11·80	20·19	16·54	16·66	14·51	12·83	23·06	22·32	19·55	19·71
		2nd „	11·15	16·11	14·53	17·11	15·47	12·12	14·40	21·92	20·93	17·54
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . „	1st half	1·66	4·77	2·67	3·37	2·53	2·62	4·55	3·19	3·14	3·42
		2nd „	1·55	5·08	2·54	3·88	2·70	2·69	3·19	3·49	3·71	3·57
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . „	1st half	3·31	8·36	7·36	7·31	5·33	5·73	8·19	8·21	5·41	6·11
		2nd „	3·25	9·06	6·98	8·36	5·96	6·60	5·81	8·45	6·48	6·67
116	Average profit on working a goods train one mile . . . . . *R*	1st half	3·13	0·35	2·65	1·64	2·26	1·73	1·61	0·74	3·19	5·01
		2nd „	3·14	0·64	1·78	1·74	2·03	1·78	3·99	0·29	2·02	4·27
117	Average profit on working a goods vehicle with its load one mile . . . *Pies*	1st half	21·20	3·17	20·35	12·36	15·33	12·27	11·87	8·71	25·48	25·00
		2nd „	22·06	6·21	12·92	12·78	14·58	13·72	22·91	3·35	16·17	20·78
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . „	1st half	2·98	1·06	3·28	2·50	2·68	2·64	2·34	1·24	4·09	4·34
		2nd „	3·08	1·92	2·26	2·91	2·54	3·04	5·07	0·54	2·96	4·23
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.											
	Percentage on Total Earnings—											
119	Coaching traffic . . . *Per cent.*	1st half	30·16	64·08	22·02	33·45	30·58	38·44	42·18	48·01	19·79	24·67
		2nd „	29·97	75·93	25·60	32·52	35·12	37·98	27·70	50·27	27·04	28·20
120	Goods traffic . . . . . „	1st half	68·21	21·44	70·36	64·47	67·38	54·77	49·86	48·45	79·31	73·13
		2nd „	68·34	37·14	69·89	65·16	61·76	48·92	68·17	46·08	71·67	69·99
121	Sundries, including telegraph . „	1st half	1·28	14·48	7·62	2·08	1·98	6·79	7·61	1·30	0·90	2·20
		2nd „	1·32	4·93	4·51	2·32	3·07	13·10	3·88	2·52	1·29	1·05
122	Steam-boat earnings . . . „	1st half	0·35	...	...	...	0·06	...	0·35	2·24	...	...
		2nd „	0·37	...	...	...	0·05	...	0·25	1·13	...	...
	TOTAL . „	1st half	100	100	100	100	100	100	100	100	100	100
		2nd „	100	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—											
123	Maintenance . . . . *Per cent.*	1st half	8·31	17·71	12·78	10·42	11·21	10·31	19·93	14·18	9·75	14·07
		2nd „	8·21	14·11	14·93	13·63	10·31	13·55	12·00	18·04	13·42	10·00
124	Locomotive expenses . . . „	1st half	9·75	12·31	11·98	22·25	17·83	11·68	12·03	18·44	19·64	16·90
		2nd „	9·64	14·00	14·54	19·76	22·96	11·08	8·74	23·14	24·76	17·57
125	Carriage and wagon expenses . „	1st half	3·26	4·51	3·02	5·31	5·76	7·73	8·07	3·97	5·87	5·64
		2nd „	2·67	3·62	3·15	5·69	2·93	6·84	3·00	4·20	7·62	9·59
126	Traffic expenses . . . . „	1st half	6·33	11·25	7·69	7·48	7·17	7·76	13·25	11·14	7·70	5·72
		2nd „	6·35	11·70	8·35	7·68	8·24	8·67	11·13	13·22	9·75	6·25
127	General charges . . . . „	1st half	3·16	13·35	7·75	6·70	3·30	4·08	5·44	8·54	3·18	3·08
		2nd „	3·11	12·04	8·48	7·06	3·68	4·39	3·50	9·79	4·18	3·29
128	Miscellaneous expenses . . „	1st half	3·13	4·81	1·53	3·22	1·44	2·97	1·62	1·81	2·26	1·64
		2nd „	1·91	3·32	2·05	3·85	1·47	1·92	2·75	1·38	2·14	1·43
129	Steam-boat expenses . . . „	1st half	0·27	...	...	...	0·06	...	0·48	1·17	...	...
		2nd „	0·28	...	...	...	0·10	...	0·55	1·57	...	...
130	TOTAL WORKING EXPENSES . „	1st half	34·21	63·94	44·75	55·38	46·77	44·53	60·82	59·25	48·40	47·05
		2nd „	32·17	58·79	51·50	57·67	49·69	46·45	41·67	71·34	61·87	48·13

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (3′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner.		LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
										Jodhpur section.	Bikaner section.			
106·19	165·76	105·91	149·91	84·35	53·42	72·08	80·24	70·75	61·90	85·61	56·65	59·64	1st half	110
111·64	166·17	93·50	113·33	76·48	56·06	87·85	72·17	73·30	61·89	87·02	50·90	63·34	2nd ,,	
257·45	249·96	128·00	148·18	122·03	110·84	158·57	139·95	137·10	114·06	129·05	102·48	122·28	1st half	111
251·77	267·96	123·43	152·18	123·75	109·74	187·55	131·81	144·52	65·85	132·58	98·50	126·75	2nd ,,	
363·64	415·72	233·91	268·09	206·38	164·26	230·65	220·19	207·85	175·96	214·66	159·13	181·92	1st half	112
363·41	434·13	216·93	265·51	200·23	165·89	275·40	203·98	217·82	127·74	219·60	149·40	190·09	2nd ,,	
2·46	1·95	1·22	2·03	1·88	1·40	2·03	1·87	1·53	1·62	1·78	0·88	1·87	1st half	113
2·67	1·71	1·37	1·61	1·79	1·36	2·03	1·82	1·44	1·09	1·23	0·71	2·11	2nd ,,	
19·82	16·05	9·56	13·05	15·97	14·14	13·72	12·61	11·03	10·83	13·94	8·63	14·43	1st half	114
21·74	12·56	11·27	9·81	15·13	13·95	11·67	13·87	10·02	11·59	9·17	8·38	15·65	2nd ,,	
4·45	2·26	2·21	3·24	4·28	5·05	5·41	4·47	4·15	3·27	3·99	2·98	6·02	1st half	115
4·60	1·98	2·82	2·72	4·49	4·65	4·43	4·84	3·78	3·38	2·78	2·68	6·38	2nd ,,	
10·01	5·26	4·99	5·44	10·05	9·29	11·89	8·03	8·37	6·52	6·02	8·33	12·06	1st half	115a
9·33	4·60	6·10	4·37	9·80	8·88	10·50	9·06	7·68	6·17	4·54	7·32	12·99	2nd ,,	
2·15	2·71	1·75	2·41	0·98	1·04	—1·01	0·80	1·31	0·68	2·08	1·92	2·19	1st half	116
2·15	3·00	1·46	2·28	0·60	1·19	—0·29	0·75	2·44	0·94	2·84	1·32	1·65	2nd ,,	
17·30	22·23	13·68	15·52	8·31	19·40	—4·80	5·42	9·50	10·78	16·31	18·78	16·90	1st half	117
17·46	22·00	9·50	13·91	5·11	12·21	—1·68	5·75	16·92	9·97	21·08	8·31	12·27	2nd ,,	
3·89	3·14	3·17	3·86	2·22	3·71	—1·89	1·92	3·57	3·83	4·68	6·50	7·04	1st half	118
3·70	3·46	2·37	3·86	1·51	4·07	—0·64	2·00	6·39	2·50	6·25	4·99	5·01	2nd ,,	
34·41	32·00	33·69	29·15	26·41	49·77	62·62	51·29	38·36	35·50	30·33	33·05	49·58	1st half	119
32·83	18·31	37·44	23·79	25·92	51·69	51·66	45·91	30·86	36·25	25·26	23·80	46·09	2nd ,,	
63·50	76·15	55·07	69·04	70·89	48·68	34·70	46·94	52·58	54·11	68·56	61·20	48·91	1st half	120
64·59	78·42	51·06	74·09	72·06	46·89	45·51	50·81	59·11	49·10	72·62	66·90	51·40	2nd ,,	
2·09	1·85	3·24	1·81	2·70	1·55	0·86	1·49	1·62	10·39	1·11	5·75	1·51	1st half	121
2·38	3·27	4·64	2·12	2·02	1·42	2·81	2·95	1·00	14·65	2·12	9·30	2·81	2nd ,,	
...	...	8·00	...	...	...	1·82	0·28	7·44	...	...	...	...	1st half	122
...	...	6·86	...	...	...	0·62	0·33	9·03	...	...	...	...	2nd ,,	
100	100	100	100	100	100	100	100	100	100	100	100	100	1st half	
100	100	100	100	100	100	100	100	100	100	100	100	100	2nd ,,	
11·12	12·59	10·91	12·29	13·92	10·10	30·10	14·16	14·31	10·67	20·01	10·59	10·90	1st half	123
11·21	9·03	15·87	9·27	17·43	8·54	22·29	13·93	8·48	15·79	4·80	12·44	13·88	2nd ,,	
21·02	11·25	9·37	15·58	19·69	21·71	15·73	19·11	10·35	10·95	14·62	14·77	14·78	1st half	124
23·42	13·17	12·12	15·60	23·72	18·82	16·56	22·40	9·16	9·25	14·28	14·93	17·35	2nd ,,	
4·03	2·89	2·33	3·76	6·76	5·45	3·33	3·92	2·98	3·81	1·71	1·72	2·33	1st half	125
4·46	2·34	2·65	3·58	5·95	5·65	3·06	5·62	2·84	3·32	1·65	1·67	3·77	2nd ,,	
8·74	6·70	6·23	6·61	10·90	9·18	12·23	9·88	10·01	7·42	4·02	6·31	9·10	1st half	126
7·47	5·77	8·38	6·27	11·32	8·69	13·44	10·91	8·10	7·91	3·99	6·53	10·44	2nd ,,	
5·80	6·58	5·02	4·69	10·84	7·15	19·75	7·34	5·07	7·93	2·73	3·00	8·72	1st half	127
5·22	5·69	6·84	4·46	10·65	7·18	21·24	8·29	3·71	9·48	2·68	3·11	10·26	2nd ,,	
1·23	1·50	3·89	0·88	2·08	1·49	1·03	1·02	1·70	6·33	3·13	1·71	1·22	1st half	128
1·00	1·36	4·55	1·31	2·16	1·42	1·20	1·28	1·47	6·43	4·93	3·60	1·25	2nd ,,	
...	...	3·10	...	...	...	...	0·65	5·35	...	...	...	...	1st half	129
...	...	3·18	...	...	...	0·08	0·97	4·90	...	...	...	...	2nd ,,	
51·94	41·51	40·85	43·81	64·19	55·08	82·17	56·08	49·77	47·11	46·22	38·10	47·05	1st half	130
52·78	37·36	53·59	40·49	71·23	50·30	77·87	63·40	38·66	52·18	32·33	42·28	56·95	2nd ,,	

APPENDIX
STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE A.—MAINTENANCE OF WAY

Progressive number.	Headings.		1899.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Barhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	STANDARD LINES WORKED BY LEASED COMPANIES. XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	Mean age of lines on the 31st December 1899	*Years*	...	30·07	16·20	8·55	9·57	14·49	17·82	28·50	4·22	33·58	25·27
	PER MILE OF LINE MAINTAINED.												
131*a*	General superintendence (including office expenses)	*R*	1st half	185·36	114·03	103·31	84·35	128·97	105·50	231·46	108·86	153·43	164·81
			2nd ,,	190·45	112·03	102·35	86·89	127·54	114·72	251·07	134·49	150·63	170·48
132*a*	Maintenance and renewal of permanent-way	,,	1st half	728·14	550·05	320·71	216·50	301·69	300·25	1,282·15	214·09	628·45	694·45
			2nd ,,	683·26	461·99	347·59	305·99	237·88	352·06	1,131·35	247·92	665·02	926·83
133*a*	Repairs of bridges, &c.	,,	1st half	162·86	24·58	44·17	41·36	110·29	56·91	616·73	17·90	181·84	775·41
			2nd ,,	154·48	21·36	23·42	47·19	66·20	112·23	380·67	36·02	181·22	—102·41
134*a*	Conservancy of rivers	,,	1st half	...	1·83	...	...	16·63	10·36	0·85	...	...	...
			2nd ,,	...	3·34	...	...	24·90	6·30	...	...	...	...
135*a*	Repairs of stations and buildings	,,	1st half	215·76	59·54	27·45	30·08	149·45	56·02	398·09	24·47	97·48	150·15
			2nd ,,	240·23	58·66	36·28	25·81	103·00	66·45	454·04	24·49	117·87	148·66
136*a*	Other charges (net)	,,	1st half	130·24	16·62	27·55	23·56	135·81	63·36	166·47	44·64	265·65	271·86
			2nd ,,	164·93	18·08	56·71	19·94	107·79	58·59	222·34	29·30	282·18	71·44
137*a*	Total maintenance, &c.	,,	1st half	1,422·36	766·65	523·19	395·85	842·24	593·00	2,695·77	409·96	1,326·85	2,056·68
			2nd ,,	1,433·35	675·46	566·35	485·82	667·31	710·35	2,439·47	472·22	1,396·92	1,215·00
	PER MILE OF TRACK, INCLUDING SIDINGS.												
131*b*	General superintendence (including office expenses)	*R*	1st half	121·86	96·97	92·99	75·41	101·11	92·45	123·27	95·33	102·41	118·49
			2nd ,,	124·76	95·25	91·79	77·76	100·29	100·51	132·31	127·72	100·48	123·82
132*b*	Maintenance and renewal of permanent-way	,,	1st half	478·67	467·77	288·69	193·55	236·04	263·11	682·84	187·47	419·46	499·26
			2nd ,,	447·62	392·78	311·72	273·88	187·05	308·43	596·19	217·02	443·60	673·19
133*b*	Repairs of bridges, &c.	,,	1st half	107·06	20·90	39·76	36·97	86·46	49·88	328·45	15·67	121·37	557·46
			2nd ,,	101·20	18·16	21·01	42·24	52·06	98·32	200·60	31·53	120·88	—74·38
134*b*	Conservancy of rivers	,,	1st half	...	1·56	...	...	13·03	9·60	0·46	...	...	...
			2nd ,,	...	2·83	...	...	19·58	5·52	...	...	...	...
135*b*	Repairs of stations and buildings	,,	1st half	141·84	50·63	24·71	26·89	117·16	49·09	212·06	21·43	65·06	107·94
			2nd ,,	157·38	49·87	32·53	23·10	80·99	48·21	239·27	21·44	78·63	107·98
136*b*	Other charges (net)	,,	1st half	85·61	14·13	24·80	21·06	106·47	55·52	88·66	39·09	177·30	195·44
			2nd ,,	108·05	15·37	50·86	17·85	84·76	51·33	117·16	25·65	188·23	51·89
137*b*	Total maintenance, &c.	,,	1st half	935·04	651·96	470·95	353·88	660·27	549·65	1,435·68	358·99	885·60	1,478·59
			2nd ,,	939·01	574·26	507·91	434·83	524·73	622·32	1,285·53	413·36	931·82	882·50
	PER TOTAL TRAIN-MILE.												
131*c*	General superintendence (including office expenses)	*Annas*	1st half	0·78	1·18	1·75	1·24	1·08	1·02	1·10	1·96	0·75	1·16
			2nd ,,	0·76	1·03	1·51	1·36	1·18	1·24	0·97	2·15	0·79	1·30
132*c*	Maintenance and renewal of permanent-way	,,	1st half	3·06	5·71	5·44	3·20	2·53	2·90	6·09	3·85	3·08	4·87
			2nd ,,	2·73	4·25	5·13	4·80	2·21	3·80	4·37	3·96	3·46	7·06
133*c*	Repairs of bridges, &c.	,,	1st half	0·69	0·25	0·75	0·61	0·93	0·55	2·93	0·32	0·89	5·44
			2nd ,,	0·62	0·20	0·35	0·74	0·61	1·21	1·47	0·58	0·94	—0·78
134*c*	Conservancy of rivers	,,	1st half	...	0·02	...	...	0·14	0·10	...	...	...	...
			2nd ,,	...	0·03	...	...	0·23	0·07	...	...	...	...
135*c*	Repairs of stations and buildings	,,	1st half	0·90	0·61	0·47	0·44	1·25	0·54	1·90	0·44	0·47	1·05
			2nd ,,	0·96	0·54	0·54	0·40	0·96	0·71	1·75	0·39	0·62	1·13
136*c*	Other charges (net)	,,	1st half	0·54	0·18	0·46	0·35	1·14	0·61	0·79	0·80	1·30	1·90
			2nd ,,	0·66	0·17	0·84	0·32	1·00	0·63	0·86	0·47	1·47	0·55
137*c*	Total maintenance, &c.	,,	1st half	5·97	7·95	8·87	5·84	7·07	5·72	12·81	7·37	6·49	14·42
			2nd ,,	5·73	6·22	8·37	7·62	6·19	7·66	9·42	7·55	7·28	9·26
	PER 1,000 GROSS TON-MILES.												
131*d*	General superintendence (including office expenses)	*R*	1st half	0·13	0·34	0·28	0·24	0·19	0·21	0·23	0·39	0·13	0·19
			2nd ,,	0·13	0·26	0·24	0·26	0·21	0·27	0·17	0·45	0·16	0·21
132*d*	Maintenance and renewal of permanent-way	,,	1st half	0·51	1·64	0·88	0·60	0·43	0·61	1·31	0·76	0·60	0·78
			2nd ,,	0·46	1·07	0·83	0·92	0·40	0·82	0·79	0·81	0·73	1·16
133*d*	Repairs of bridges, &c.	,,	1st half	0·11	0·07	0·12	0·11	0·16	0·11	0·63	0·06	0·17	0·88
			2nd ,,	0·11	0·05	0·06	0·14	0·11	0·26	0·26	0·11	0·20	—0·13
134*d*	Conservancy of rivers	,,	1st half	...	0·01	...	...	0·02	0·02	...	...	...	...
			2nd ,,	...	0·01	...	...	0·04	0·02	...	...	...	...
135*d*	Repairs of stations and buildings	,,	1st half	0·15	0·18	0·08	0·08	0·22	0·12	0·41	0·09	0·09	0·17
			2nd ,,	0·16	0·13	0·09	0·08	0·17	0·15	0·32	0·08	0·13	0·19
136*d*	Other charges (net)	,,	1st half	0·09	0·05	0·08	0·06	0·19	0·13	0·17	0·16	0·26	0·30
			2nd ,,	0·11	0·04	0·13	0·07	0·18	0·13	0·16	0·10	0·30	0·08
137*d*	Total maintenance, &c.	,,	1st half	0·99	2·29	1·44	1·09	1·21	1·20	2·75	1·46	1·27	2·32
			2nd ,,	0·97	1·56	1·35	1·47	1·11	1·65	1·79	1·55	1·52	1·51

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS. Half-years ended the 30th June and the 31st December 1899

GUARANTEE COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES,						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharila (2' 6" gauge) branch.	LVI. Rohilkhund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondál-Junágad-Porbandar railway system.		
35·04	16·66	10·94	18·69	12·34	19·33	3·61	11·06	16·41	11·94	8·84	4·63	12·43	...	
158·80	156·46	71·25	102·91	88·20	107·44	200·98	121·60	106·95	65·22	16·71	8·63	64·53	1st half	131a
140·80	155·80	96·57	99·87	92·87	103·43	166·15	119·90	107·25	76·64	15·73	7·68	70·66	2nd ,,	
265·01	305·37	236·75	547·22	160·23	250·05	228·66	363·28	390·72	181·34	506·22	94·97	180·91	1st half	132a
390·97	277·43	281·69	410·84	212·15	289·72	235·70	314·83	302·17	285·51	93·40	103·26	202·78	2nd ,,	
46·60	172·88	95·43	43·50	23·70	30·30	107·04	108·77	47·83	39·23	2·93	...	11·30	1st half	133a
144·37	70·57	101·89	41·39	46·55	20·37	5·37	53·40	39·82	70·03	1·21	...	8·14	2nd ,,	
...	...	0·20	...	...	...	...	0·92	0·72	7·54	...	...	...	1st half	134a
...	0·51	...	...	...	...	...	2·01	...	5·29	...	...	...	2nd ,,	
62·92	27·52	34·97	46·69	35·40	20·70	61·23	52·03	75·06	31·98	5·75	1·03	24·01	1st half	135a
69·65	22·57	57·84	52·56	46·01	28·84	19·08	59·21	67·93	31·12	7·13	2·76	21·20	2nd ,,	
105·51	69·56	86·72	67·49	25·38	—7·01	3·03	73·18	91·57	19·65	4·08	1·95	17·77	1st half	136a
110·63	85·94	68·90	70·75	35·00	—99·65	2·06	45·68	46·14	41·64	10·03	1·83	18·53	2nd ,,	
638·84	732·39	525·32	807·81	332·91	401·48	601·00	719·78	712·85	344·96	535·69	106·58	298·52	1st half	137a
766·42	612·82	606·89	675·38	432·58	342·71	428·36	595·03	563·31	510·23	127·51	115·54	311·31	2nd ,,	
129·97	139·77	62·40	88·55	79·95	95·03	175·95	104·13	91·27	57·97	46·23	8·44	58·55	1st half	131b
115·17	139·47	84·25	85·61	84·09	92·44	145·98	102·47	91·39	68·34	15·28	7·51	64·13	2nd ,,	
216·89	272·78	207·32	470·85	145·23	221·16	200·19	311·19	333·43	161·20	491·45	92·80	164·13	1st half	132b
246·18	247·82	245·76	352·18	192·10	258·94	207·69	269·06	257·48	254·62	90·73	100·92	184·05	2nd ,,	
38·14	158·32	83·57	37·43	21·48	26·80	93·72	93·17	40·80	34·88	2·84	...	10·25	1st half	133b
118·09	63·03	88·89	35·49	42·15	18·21	4·72	45·64	33·93	62·45	1·18	...	7·39	2nd ,,	
...	...	0·17	...	...	...	...	0·79	0·62	6·70	...	...	...	1st half	134b
...	0·46	...	...	...	...	...	1·71	...	4·72	...	...	...	2nd ,,	
51·50	24·57	30·63	40·18	32·09	18·30	53·60	44·57	64·05	28·43	5·58	1·00	21·78	1st half	135b
56·97	29·16	59·46	45·06	41·66	25·78	16·77	50·59	51·89	27·76	6·92	2·70	10·16	2nd ,,	
86·35	62·13	75·94	58·06	23·00	—6·20	2·70	62·68	78·15	17·46	3·96	1·91	16·12	1st half	136b
90·49	76·76	69·12	60·65	31·69	—89·07	1·81	39·04	39·32	37·14	9·74	1·79	16·82	2nd ,,	
522·85	654·57	460·03	695·07	301·75	355·09	526·16	616·55	608·32	306·64	520·06	104·15	270·83	1st half	137b
626·90	547·40	529·48	578·99	391·69	306·30	376·37	508·51	489·01	455·03	123·86	112·92	282·55	2nd ,,	
1·69	1·98	0·70	1·04	1·66	1·08	4·21	1·20	1·06	0·97	0·38	0·34	1·42	1st half	131c
1·37	1·71	1·02	0·81	1·48	1·40	3·72	1·28	0·99	1·13	0·37	0·27	1·75	2nd ,,	
2·82	3·88	2·35	5·49	3·02	2·53	4·79	3·58	3·87	2·69	11·56	3·74	3·98	1st half	132c
2·92	3·05	2·97	3·34	3·38	3·08	5·27	3·37	2·78	4·23	2·18	3·05	5·04	2nd ,,	
0·50	2·20	0·95	0·44	0·45	0·31	2·24	1·07	0·48	0·58	0·07	...	0·25	1st half	133c
1·40	0·77	1·07	0·34	0·74	0·22	0·42	0·52	0·36	1·04	0·03	...	0·20	2nd ,,	
...	...	...	...	...	...	...	0·01	0·01	0·11	...	...	...	1st half	134c
...	0·01	...	...	...	...	...	0·02	...	0·08	...	...	...	2nd ,,	
0·67	0·34	0·35	0·47	0·67	0·21	1·28	0·51	0·74	0·47	0·13	0·04	0·53	1st half	135c
0·68	0·24	0·61	0·42	0·73	0·31	0·42	0·63	0·62	0·47	0·17	0·10	0·28	2nd ,,	
1·12	0·89	0·86	0·67	0·47	—0·07	0·06	0·72	0·90	0·30	0·09	0·07	0·39	1st half	136c
1·08	0·94	0·72	0·58	0·55	—1·06	0·05	0·49	0·43	0·62	0·24	0·06	0·46	2nd ,,	
6·80	9·29	5·21	8·11	6·27	4·06	12·58	7·09	7·06	5·12	12·23	4·19	6·57	1st half	137c
7·45	6·72	6·39	5·49	6·88	3·65	9·58	6·36	5·18	7·57	2·98	4·08	7·73	2nd ,,	
0·37	0·32	0·22	0·28	0·54	0·43	1·12	0·38	0·37	0·34	0·11	0·15	0·53	1st half	131d
0·30	0·27	0·35	0·21	0·48	0·43	0·85	0·42	0·33	0·45	0·11	0·12	0·65	2nd ,,	
0·62	0·62	0·74	1·48	0·98	1·01	1·37	1·12	1·34	0·95	3·48	1·61	1·50	1st half	132d
0·63	0·47	1·02	0·89	1·10	1·21	1·20	1·11	0·93	1·67	0·66	1·60	1·86	2nd ,,	
0·11	0·35	0·30	0·12	0·15	0·12	0·60	0·34	0·16	0·20	0·02	...	0·09	1st half	133d
0·30	0·12	0·37	0·09	0·24	0·08	0·03	0·19	0·12	0·41	0·01	...	0·07	2nd ,,	
...	...	...	...	...	...	...	...	...	0·04	...	...	...	1st half	134d
...	...	...	...	...	...	...	0·01	...	0·03	...	...	...	2nd ,,	
0·15	0·06	0·11	0·13	0·22	0·08	0·34	0·16	0·26	0·17	0·04	0·02	0·20	1st half	135d
0·15	0·04	0·21	0·11	0·24	0·12	0·10	0·20	0·21	0·18	0·05	0·04	0·10	2nd ,,	
0·25	0·14	0·28	0·18	0·25	—0·03	0·01	0·23	0·31	0·10	0·03	0·03	0·15	1st half	136d
0·23	0·14	0·24	0·16	0·18	—0·41	0·01	0·16	0·15	0·24	0·07	0·03	0·17	2nd ,,	
1·50	1·49	1·65	2·19	2·04	1·61	3·34	2·23	2·44	1·80	3·68	1·81	2·47	1st half	137d
1·61	1·04	2·19	1·46	2·24	1·43	2·19	2·09	1·74	2·98	0·90	1·79	2·85	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1899. TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1899.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	LINES WORKED BY TEED COM XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
†	Average price of fuel per ton in terms of coal * . . *R*	1st half	2·04	6·18	3·75	10·39	14·27	(*a*) 10·10	6·76	8·81	11·54	16·91
		2nd ,,	2·08	6·29	3·91	9·83	15·32	9·07	6·88	8·36	11·50	16·48
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
138*a*	General superintendence (including office expenses) . . . . *Annas*	1st half	0·59	0·58	1·09	0·76	0·73	(*a*) 0·64	0·61	1·18	0·61	0·71
		2nd ,,	0·58	0·51	0·98	0·82	0·87	0·67	0·51	1·01	0·62	0·70
139*a*	Running expenses . . . ,,	1st half	2·03	1·06	2·23	2·12	1·80	(*a*) 0·85	2·14	2·05	2·93	2·58
		2nd ,,	2·00	0·99	2·06	1·97	1·90	0·92	1·90	2·01	3·06	2·64
140*a*	Fuel† . . . . . ,,	1st half	0·92	2·14	1·40	4·30	4·77	(*a*) 3·05	2·17	2·86	3·91	7·25
		2nd ,,	0·91	2·37	1·47	3·85	5·32	2·65	2·32	2·99	3·85	6·56
141*a*	Water . . . . . ,,	1st half	0·10	0·14	0·19	0·25	0·21	(*a*) 0·11	0·12	0·22	0·33	0·65
		2nd ,,	0·09	0·13	0·22	0·25	0·25	0·11	0·12	0·21	0·41	0·51
142*a*	Oil, tallow and other stores . . ,,	1st half	0·28	0·28	0·28	0·44	0·31	(*a*) 0·25	0·30	0·34	0·32	0·57
		2nd ,,	0·30	0·26	0·28	0·39	0·32	0·24	0·29	0·40	0·32	0·57
143*a*	Maintenance and renewal of locomotives . . . . . ,,	1st half	1·86	1·14	1·63	2·50	1·95	(*a*) 0·73	1·65	1·90	3·26	3·39
		2nd ,,	1·50	1·60	1·69	2·55	3·72	0·91	1·07	2·16	3·43	4·27
143A (*a*)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·20	0·10	0·18	0·18	0·25	(*a*) 0·08	0·34	0·21	0·15	0·32
		2nd ,,	0·21	0·08	0·09	0·15	0·25	0·22	0·43	0·17	0·17	0·36
144*a*	Other charges (net) . . . ,,	1st half	1·02	0·08	1·32	1·93	1·20	(*a*) 1·26	0·40	0·73	1·57	1·85
		2nd ,,	1·13	0·23	1·36	1·07	1·00	0·55	0·22	0·77	1·56	0·66
145*a*	Total locomotive expenses . . ,,	1st half	7·00	5·52	8·32	12·48	11·22	(*a*) 6·97	7·73	9·58	13·08	17·32
		2nd ,,	6·72	6·17	8·15	11·05	13·63	6·27	6·86	9·72	13·42	16·27
†	Fuel consumed in terms of coal * . . *lbs.*	1st half	63·08	38·70	52·30	57·98	46·79	(*a*) 41·11	44·91	45·37	47·44	60·02
		2nd ,,	61·69	42·05	52·36	54·86	48·58	39·66	47·24	50·00	46·89	55·68
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.											
138*b*	General superintendence (including office expenses) . . . . *Annas*	1st half	0·47	0·53	0·98	0·66	0·65	(*a*) 0·55	0·42	1·07	0·53	0·61
		2nd ,,	0·48	0·46	0·89	0·71	0·76	0·57	0·37	0·92	0·55	0·60
139*b*	Running expenses . . . ,,	1st half	1·65	0·97	2·01	1·83	1·59	(*a*) 0·74	1·49	1·85	2·56	2·23
		2nd ,,	1·63	0·90	1·86	1·71	1·66	0·78	1·36	1·84	2·70	2·27
140*b*	Fuel† . . . . . ,,	1st half	0·75	1·94	1·26	3·71	4·22	(*a*) 2·63	1·51	2·58	3·42	6·24
		2nd ,,	0·75	2·13	1·32	3·36	4·65	2·26	1·63	2·73	3·39	5·64
141*b*	Water . . . . . ,,	1st half	0·08	0·13	0·17	0·21	0·19	(*a*) 0·09	0·08	0·20	0·29	0·56
		2nd ,,	0·07	0·13	0·19	0·22	0·22	0·09	0·09	0·20	0·36	0·44
142*b*	Oil, tallow and other stores . . ,,	1st half	0·23	0·25	0·25	0·37	0·27	(*a*) 0·21	0·21	0·39	0·28	0·49
		2nd ,,	0·25	0·23	0·25	0·34	0·28	0·21	0·21	0·37	0·28	0·49
143*b*	Maintenance and renewal of locomotives . . . . . ,,	1st half	1·51	1·03	1·47	2·15	1·73	(*a*) 0·63	1·15	1·72	2·85	2·92
		2nd ,,	1·22	1·44	1·52	2·22	3·25	0·78	0·77	1·97	3·03	3·67
143A (*b*)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·16	0·09	0·16	0·16	0·22	(*a*) 0·06	0·24	0·19	0·13	0·27
		2nd ,,	0·17	0·07	0·09	0·13	0·22	0·18	0·31	0·16	0·15	0·31
144*b*	Other charges (net) . . . ,,	1st half	0·83	0·07	1·20	1·66	1·06	(*a*) 1·08	0·28	0·66	1·38	1·60
		2nd ,,	0·93	0·21	1·23	0·94	0·88	0·47	0·16	0·70	1·37	0·57
145*b*	Total locomotive expenses . . ,,	1st half	5·68	5·01	7·50	10·75	9·93	(*a*) 5·99	5·38	8·66	11·44	14·92
		2nd ,,	5·50	5·57	7·35	9·63	11·92	5·34	4·90	8·89	11·83	13·99
†	Fuel consumed in terms of coal * . . *lbs.*	1st half	51·17	35·13	47·21	49·94	41·42	(*a*) 35·37	31·25	41·02	41·50	51·67
		2nd ,,	50·49	37·99	47·24	47·85	42·48	37·77	33·77	45·72	41·33	47·88
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.
(*a*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES. Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
										LXXII. Jodhpur-Bikaner.		LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2'6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	Jodhpur section.	Bikaner section.			
15·58	4·59	6·78	17·15	9·05	15·28	10·42	13·76	7·52	...	22·55	22·55	20·89	1st half .	†
14·94	4·60	6·25	16·02	9·70	15·42	10·74	13·66	8·30	...	19·88	19·88	20·24	2nd ,, .	
...	...	...	...	...	...	...	...	...	3·39	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	3·22	...	...	...	2nd ,, .	
0·90	1·03	0·41	0·86	1·07	0·60	1·01	0·92	0·60	0·56	0·38	0·25	0·78	1st half .	138a
0·82	0·94	0·43	0·69	1·03	0·63	0·94	1·04	0·56	0·62	0·38	0·21	0·88	2nd ,, .	
2·17	1·84	0·84	1·98	1·79	1·52	1·28	2·15	1·16	0·78	0·57	0·37	1·60	1st half .	139a
2·14	1·86	0·85	1·77	1·64	1·54	1·31	2·17	1·13	0·76	0·60	0·33	1·56	2nd ,, .	
5·84	2·12	1·58	4·65	2·19	3·26	2·25	3·80	1·48	1·49	5·76	3·72	4·40	1st half .	140a
5·58	2·15	1·50	3·85	2·42	3·34	2·75	3·92	1·64	1·30	5·35	2·91	4·21	2nd ,, .	
0·22	0·32	0·12	0·23	0·24	0·16	0·27	0·27	0·11	0·13	0·20	0·20	0·17	1st half .	141a
0·25	0·35	0·12	0·20	0·22	0·17	0·28	0·31	0·10	0·13	0·33	0·30	0·21	2nd ,, .	
0·35	0·35	0·18	0·20	0·15	0·29	0·24	0·31	0·21	0·22	0·40	0·26	0·31	1st half .	142a
0·36	0·30	0·17	0·16	0·14	0·28	0·32	0·32	0·21	0·19	0·32	0·18	0·28	2nd ,, .	
2·63	1·74	0·73	1·52	2·10	2·64	1·33	1·48	0·82	1·54	0·94	0·60	1·31	1st half .	143a
4·75	3·30	0·75	1·64	1·53	1·71	1·14	1·71	1·04	1·04	1·39	0·74	1·94	2nd ,, .	
0·07	0·12	0·04	0·14	0·32	0·02	0·01	0·17	0·11	0·25	0·07	0·04	0·10	1st half .	143A (a)
0·10	0·14	0·07	0·09	0·27	0·14	0·02	0·24	0·12	0·10	0·12	0·06	0·12	2nd ,, .	
0·68	0·79	0·57	0·70	1·01	0·23	0·20	0·47	0·61	0·28	0·62	0·40	0·21	1st half .	144a
1·56	0·78	0·98	0·84	2·12	0·22	0·36	0·52	0·80	0·28	0·35	0·18	0·42	2nd ,, .	
12·86	8·31	4·47	10·27	8·87	8·72	6·59	9·57	5·10	5·25	8·94	5·84	8·88	1st half .	145a
15·56	9·82	4·88	9·24	9·37	8·03	7·12	10·23	5·60	4·43	8·84	4·90	9·02	2nd ,, .	
52·45	64·68	32·67	37·97	33·97	29·85	30·24	38·63	27·58	...	35·73	23·10	29·52	1st half .	†
52·32	65·31	33·59	33·70	34·86	30·37	35·91	40·10	27·74	...	37·64	20·45	29·14	2nd ,, .	
...	...	...	...	...	...	...	...	...	61·45	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	56·42	...	...	...	2nd ,, .	
0·75	0·91	0·35	0·75	0·95	0·52	0·87	0·77	0·47	0·46	0·36	0·24	0·73	1st half .	138b
0·67	0·83	0·37	0·62	0·91	0·54	0·79	0·85	0·44	0·53	0·36	0·20	0·81	2nd ,, .	
1·80	1·61	0·71	1·73	1·58	1·32	1·10	1·79	0·92	0·64	0·54	0·36	1·49	1st half .	139b
1·78	1·61	0·72	1·58	1·46	1·34	1·10	1·78	0·90	0·63	0·57	0·32	1·44	2nd ,, .	
4·82	1·85	1·35	4·04	1·94	2·82	1·93	3·16	1·17	1·22	5·41	3·64	4·10	1st half .	140b
4·63	1·87	1·28	3·43	2·15	2·91	2·32	3·20	1·30	1·07	5·05	2·83	3·90	2nd ,, .	
0·18	0·28	0·10	0·19	0·21	0·14	0·23	0·22	0·09	0·11	0·18	0·19	0·16	1st half .	141b
0·21	0·30	0·10	0·17	0·20	0·15	0·23	0·25	0·08	0·11	0·31	0·29	0·20	2nd ,, .	
0·29	0·30	0·16	0·18	0·14	0·25	0·21	0·26	0·16	0·18	0·38	0·26	0·29	1st half .	142b
0·30	0·26	0·14	0·14	0·12	0·25	0·27	0·26	0·17	0·16	0·30	0·17	0·26	2nd ,, .	
2·17	1·51	0·63	1·32	1·86	2·28	1·14	1·23	0·65	1·26	0·89	0·59	1·22	1st half .	143b
3·94	2·87	0·64	1·46	1·36	1·49	0·96	1·39	0·82	0·86	1·31	0·72	1·79	2nd ,, .	
0·06	0·10	0·03	0·11	0·29	0·01	0·01	0·14	0·09	0·21	0·07	0·04	0·09	1st half .	143A (b)
0·08	0·13	0·06	0·07	0·24	0·13	0·02	0·19	0·09	0·08	0·12	0·06	0·11	2nd ,, .	
0·56	0·68	0·47	0·61	0·89	0·20	0·17	0·39	0·49	0·23	0·58	0·39	0·19	1st half .	144b
1·29	0·68	0·84	0·75	1·90	0·19	0·30	0·43	0·63	0·23	0·33	0·18	0·39	2nd ,, .	
10·63	7·24	3·80	8·93	7·86	7·54	5·66	7·96	4·04	4·31	8·41	5·71	8·27	1st half .	145b
12·90	8·55	4·15	8·22	8·34	7·00	5·99	8·35	4·43	3·67	8·35	4·77	8·90	2nd ,, .	
43·36	56·38	27·80	32·99	30·10	25·82	26·02	32·12	21·84	...	33·61	22·58	27·49	1st half .	†
43·36	56·92	28·57	29·96	31·05	26·45	30·23	32·80	21·94	...	35·54	19·91	26·97	2nd ,, .	
...	...	...	...	...	...	...	...	...	50·42	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	46·71	...	...	...	2nd ,, .	

APPENDIX

STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western Railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI East Coast.	Lines worked by Feed Com XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	PER 1,000 GROSS TON-MILES.											
138c	General superintendence (including office expenses) . . . . R	1st half	0·10	0·17	0·18	0·14	0·12	0·12	0·13	0·23	0·12	0·11
		2nd ,,	0·10	0·13	0·15	0·16	0·16	0·14	0·09	0·21	0·13	0·11
139c	Running expenses . . . . . ,,	1st half	0·34	0·31	0·36	0·39	0·31	0·27	0·46	0·41	0·57	0·42
		2nd ,,	0·34	0·25	0·33	0·38	0·35	0·29	0·34	0·41	0·64	0·43
140c	Fuel† . . . . . ,,	1st half	0·15	0·61	0·23	0·80	0·82	0·59	0·47	0·57	0·76	1·17
		2nd ,,	0·16	0·59	0·24	0·74	0·96	0·57	0·42	0·61	0·81	1·08
141c	Water . . . . . ,,	1st half	0·01	0·04	0·03	0·04	0·04	0·02	0·02	0·04	0·06	0·11
		2nd ,,	0·02	0·03	0·04	0·05	0·05	0·02	0·02	0·05	0·08	0·09
142c	Oil, tallow and other stores . . ,,	1st half	0·05	0·08	0·04	0·08	0·05	0·03	0·06	0·09	0·06	0·09
		2nd ,,	0·05	0·07	0·05	0·07	0·06	0·05	0·05	0·08	0·07	0·09
143c	Maintenance and renewal of locomotives . . . . . ,,	1st half	0·31	0·33	0·27	0·46	0·34	0·14	0·36	0·37	0·64	0·55
		2nd ,,	0·25	0·40	0·27	0·49	0·67	0·20	0·19	0·45	0·72	0·70
143A (c)	Maintenance and renewal of machinery, tools and plant . . . . ,,	1st half	0·03	0·03	0·03	0·03	0·04	0·02	0·07	0·05	0·03	0·05
		2nd ,,	0·03	0·02	0·01	0·03	0·04	0·03*	0·08	0·03	0·04	0·06
144c	Other charges (net) . . . . ,,	1st half	0·17	0·02	0·21	0·36	0·21	0·25	0·09	0·14	0·31	0·30
		2nd ,,	0·19	0·06	0·22	0·20	0·18	0·12	0·04	0·16	0·32	0·11
145c	Total locomotive expenses . . ,,	1st half	1·16	1·59	1·35	2·39	1·93	1·36	1·66	1·90	2·53	2·80
		2nd ,,	1·14	1·55	1·31	2·12	2·47	1·35	1·23	2·00	2·81	2·67
†	Fuel consumed in terms of coal* . . lbs.	1st half	167·68	178·11	136·07	172·90	128·52	128·11	154·28	143·64	148·24	155·12
		2nd ,,	167·45	169·24	134·93	168·66	140·82	136·68	135·97	164·39	156·86	146·13
	wood . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
146a	General superintendence (including office expenses) . . . Annas	1st half	0·14	0·28	0·24	0·29	0·23	(b) 0·14	0·45	0·30	0·18	0·30
		2nd ,,	0·13	0·25	0·21	0·31	0·11	0·15	0·31	0·25	0·19	0·31
147a	Repairs and renewals of coaching vehicles . . . . . ,,	1st half	0·48	0·91	0·41	1·18	1·60	(b) 1·11	1·97	0·77	0·61	1·18
		2nd ,,	0·38	0·59	0·38	1·01	0·45	2·69	0·96	0·70	0·90	2·51
148a	Repairs and renewals of goods vehicles ,,	1st half	1·49	0·57	0·81	1·00	1·32	(b) 3·00	2·33	0·54	1·96	2·84
		2nd ,,	1·19	0·53	0·56	1·42	0·72	0·61	0·69	0·43	1·90	5·23
148A (a)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·02	0·03	0·03	0·06	0·03	(b) 0·03	0·06	0·02	0·06	0·25
		2nd ,,	...	0·01	0·03	0·05	0·04	0·09	0·02	0·03	0·07	0·33
149a	Cleaning and oiling . . . . ,,	1st half	0·16	0·25	0·52	0·43	0·38	(b) 0·31	0·35	0·34	0·39	0·47
		2nd ,,	0·15	0·22	0·52	0·38	0·42	0·32	0·35	0·33	0·41	0·46
150a	Other charges (net) . . . . ,,	1st half	0·05	...	0·08	0·02	0·07	(b) 0·02	0·02	0·05	0·70	0·74
		2nd ,,	0·01	...	0·07	0·01	0·02	0·01	0·02	0·03	0·64	0·03
151a	Total carriage and wagon expenses ,,	1st half	2·34	2·02	2·09	2·98	3·63	(b) 4·81	5·18	2·07	3·90	5·78
		2nd ,,	1·86	1·60	1·77	3·18	1·76	3·87	2·35	1·77	4·13	8·87
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
151b	General superintendence (including office expenses) . . . . R	1st half	0·36	1·20	0·42	0·84	0·56	(b) 0·27	1·42	1·03	0·65	0·69
		2nd ,,	0·33	0·88	0·61	0·86	0·28	0·36	0·79	0·78	0·70	0·71
147b	Repairs and renewals of coaching vehicles (a) . . . . . ,,	1st half	4·45	5·89	3·37	10·72	13·16	(b) 9·07	14·59	5·99	7·20	10·51
		2nd ,,	3·70	4·28	3·53	9·01	3·28	20·81	8·25	5·20	9·40	21·04
148b	Repairs and renewals of goods vehicles (a) . . . . . ,,	1st half	5·34	8·37	1·85	4·14	4·64	(b) 2·77	12·81	3·35	9·86	8·82
		2nd ,,	4·03	3·65	2·37	5·83	4·89	2·46	2·45	2·38	10·98	16·31
148A (b)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·05	0·15	0·06	0·18	0·09	(b) 0·05	0·21	0·08	0·20	0·57
		2nd ,,	0·01	0·04	0·08	0·14	0·11	0·22	0·06	0·08	0·25	0·75
149b	Cleaning and oiling . . . ,,	1st half	0·41	1·03	0·93	1·23	0·93	(b) 0·60	1·10	1·14	1·36	1·07
		2nd ,,	0·36	0·76	1·50	1·08	1·09	0·77	0·88	1·05	1·53	1·05
150b	Other charges (net) . . . . ,,	1st half	0·12	...	0·15	0·04	0·17	(b) 0·05	0·07	0·19	2·48	1·69
		2nd ,,	0·03	...	0·18	0·04	0·04	0·03	0·05	0·10	2·48	0·07
151b	Total carriage and wagon expenses ,,	1st half	6·04	9·13	3·74	8·50	8·93	(b) 9·05	16·37	7·13	13·73	13·27
		2nd ,,	4·67	5·65	5·13	8·96	4·55	9·40	5·90	5·60	15·38	20·17

Table C.—Carriage and

* The standard used is Kurhurbaree coal, except in the case of

(a) These two items are calculated respectively upon the coaching and goods vehicle-mileage

(b) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.* Half-years ended the 30th June and the 31st December 1899

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed state railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharla (2′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·20	0·17	0·13	0·23	0·35	0·24	0·27	0·29	0·21	0·20	0·12	0·11	0·29	1st half	138c
0·18	0·14	0·15	0·18	0·34	0·25	0·22	0·34	0·19	0·26	0·11	0·09	0·32	2nd ,,	
0·48	0·29	0·27	0·53	0·58	0·61	0·34	0·68	0·40	0·27	0·17	0·16	0·60	1st half	139c
0·46	0·28	0·29	0·47	0·53	0·61	0·30	0·71	0·38	0·29	0·18	0·14	0·58	2nd ,,	
1·29	0·34	0·50	1·26	0·71	1·30	0·60	1·19	0·51	0·52	1·73	1·61	1·65	1st half	140c
1·20	0·33	0·51	1·03	0·79	1·31	0·63	1·29	0·55	0·51	1·61	1·28	1·55	2nd ,,	
0·05	0·05	0·04	0·06	0·08	0·06	0·07	0·08	0·04	0·05	0·06	0·09	0·06	1st half	141c
0·05	0·05	0·04	0·05	0·07	0·06	0·06	0·10	0·03	0·05	0·10	0·13	0·08	2nd ,,	
0·08	0·06	0·06	0·05	0·05	0·11	0·06	0·10	0·07	0·08	0·12	0·11	0·12	1st half	142c
0·08	0·05	0·06	0·04	0·05	0·11	0·08	0·10	0·07	0·07	0·10	0·08	0·10	2nd ,,	
0·58	0·28	0·23	0·41	0·68	1·05	0·35	0·47	0·28	0·54	0·28	0·26	0·49	1st half	143c
1·03	0·51	0·26	0·43	0·50	0·67	0·26	0·56	0·35	0·41	0·42	0·33	0·72	2nd ,,	
0·01	0·02	0·01	0·04	0·11	0·01	...	0·05	0·04	0·09	0·02	0·02	0·04	1st half	143A (c)
0·02	0·03	0·02	0·03	0·09	0·06	...	0·08	0·04	0·05	0·04	0·03	0·04	2nd ,,	
0·15	0·12	0·18	0·19	0·33	0·09	0·05	0·15	0·21	0·09	0·19	0·17	0·08	1st half	144
0·34	0·12	0·34	0·23	0·69	0·08	0·08	0·17	0·27	0·10	0·10	0·08	0·16	2nd ,,	
2·84	1·33	1·42	2·72	2·89	3·47	1·74	3·01	1·76	1·84	2·69	2·53	3·33	1st half	145c
3·36	1·51	1·67	2·46	3·06	3·15	1·63	3·33	1·88	1·74	2·66	2·15	3·55	2nd ,,	
185·50	166·14	165·55	164·06	176·77	189·77	128·05	194·34	152·48	...	171·97	159·64	177·42	1st half	†
180·64	162·16	184·29	143·45	182·09	190·68	131·28	210·55	148·89	...	180·82	143·78	172·09	2nd ,,	
...	...	...	...	...	...	...	...	...	345·37	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	355·17	...	...	...	2nd ,,	
Wagon Expenses.														
0·23	0·26	0·15	0·24	0·32	0·20	0·14	0·27	0·27	0·25	0·13	0·08	0·26	1st half	146a
0·20	0·17	0·15	0·18	0·30	0·21	0·31	0·30	0·29	0·28	0·11	0·06	0·29	2nd ,,	
0·88	0·65	0·27	0·84	1·06	0·93	0·55	0·54	0·38	0·53	0·42	0·27	0·50	1st half	147a
1·03	0·63	0·30	0·75	0·83	0·97	0·48	0·74	0·68	0·94	0·42	0·22	0·70	2nd ,,	
0·76	0·81	0·44	1·01	1·37	0·85	0·47	0·76	0·52	0·61	0·28	0·19	0·43	1st half	148a
1·04	0·61	0·35	0·92	1·03	1·00	0·33	1·11	0·45	0·02	0·33	0·18	0·81	2nd ,,	
0·04	0·07	0·01	0·02	0·06	0·01	0·01	0·04	0·01	0·15	0·02	0·02	0·05	1st half	148A (a)
0·07	0·05	0·01	0·02	0·04	0·03	...	0·06	0·04	0·05	0·02	0·01	0·06	2nd ,,	
0·42	0·34	0·23	0·35	0·22	0·24	0·22	0·31	0·24	0·25	0·18	0·12	0·16	1st half	149a
0·42	0·28	0·25	0·22	0·17	0·25	0·20	0·31	0·25	0·26	0·13	0·07	0·20	2nd ,,	
0·14	...	0·01	0·02	0·02	—0·04	...	0·05	0·05	0·04	0·01	...	...	1st half	150a
0·21	...	0·01	0·03	—0·02	—0·05	—0·01	0·05	0·03	0·02	0·01	...	0·03	2nd ,,	
2·47	2·13	1·11	2·48	3·05	2·19	1·39	1·97	1·47	1·83	1·04	0·68	1·40	1st half	151a
2·97	1·74	1·07	2·12	2·35	2·41	1·31	2·57	1·74	1·59	1·02	0·55	2·09	2nd ,,	
0·69	0·73	0·39	0·52	0·82	0·69	0·31	0·61	0·66	0·62	0·56	0·50	0·72	1st half	146b
0·56	0·50	0·37	0·42	0·81	0·67	0·58	0·75	0·72	0·59	0·58	0·41	0·79	2nd ,,	
8·45	7·36	2·04	6·12	11·33	6·24	3·88	3·00	2·51	4·23	3·67	2·89	2·81	1st half	147b
2·81	8·36	2·11	6·98	9·98	6·05	3·16	4·33	4·80	2·75	4·01	3·24	4·01	2nd ,,	
3·38	2·99	1·74	3·20	4·63	6·01	1·44	2·99	2·06	2·21	2·50	2·69	2·37	1st half	148b
2·85	2·11	1·23	2·64	3·57	6·58	0·86	4·87	1·69	1·79	3·65	2·35	4·13	2nd ,,	
0·12	0·20	0·02	0·03	0·13	0·02	0·02	0·08	0·03	0·44	0·10	0·10	0·14	1st half	148A (b)
0·20	0·13	0·02	0·04	0·10	0·12	0·01	0·15	0·10	0·12	0·12	0·09	0·16	2nd ,,	
1·27	0·95	0·58	0·80	0·57	0·83	0·47	0·71	0·61	0·60	0·78	0·76	0·44	1st half	149b
1·84	0·78	0·60	0·50	0·47	0·79	0·37	0·79	0·60	0·57	0·69	1·51	0·55	2nd ,,	
0·45	0·01	0·03	0·06	0·05	—0·13	0·01	0·10	0·12	0·07	0·02	0·02	...	1st half	150b
0·57	...	0·04	0·06	—0·07	—0·16	—0·03	0·11	0·07	0·03	0·04	0·01	0·07	2nd ,,	
7·51	5·94	2·86	5·49	7·79	7·54	2·98	4·50	3·65	4·56	4·55	4·18	3·89	1st half	151b
8·13	4·81	2·55	4·68	6·34	7·72	2·46	6·43	4·26	3·39	5·28	3·80	5·64	2nd ,,	

the Nizam's Guaranteed State railway, which uses Singareni coal.
all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.
* Loss.

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE D.—

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore-Barhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked guaranteed com XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
152*a*	General superintendence (including office expenses) . . . *Annas*	1st half	0·55	0·74	1·03	0·71	0·56	0·62	1·29	1·10	0·48	0·60
		2nd „	0·57	0·69	0·95	0·72	0·65	0·79	1·06	1·10	0·51	0·55
153*a*	Station staff . . . . „	1st half	2·30	2·37	2·19	1·60	2·32	2·11	4·88	2·53	2·30	3·07
		2nd „	2·17	2·62	1·95	1·69	2·49	2·34	5·60	2·31	2·42	3·10
154*a*	Train staff . . . . „	1st half	0·95	0·63	0·63	0·58	0·76	(*a*) 0·69	0·93	0·71	1·44	0·59
		2nd „	0·96	0·55	0·61	0·57	0·79	0·70	0·88	0·67	1·44	0·59
155*a*	Fuel, lighting, water and general stores . . . . . „	1st half	0·43	0·50	0·56	0·58	0·46	0·48	0·80	0·55	0·52	0·84
		2nd „	0·39	0·45	0·41	0·50	0·48	0·50	0·69	0·52	0·53	0·80
156*a*	Clothing . . . . . „	1st half	0·03	0·09	0·07	0·03	0·04	0·08	0·08	0·19	0·04	0·09
		2nd „	0·05	0·06	0·04	0·02	0·14	0·06	0·06	0·19	0·02	0·12
157*a*	Printing, stationery and tickets . „	1st half	0·18	0·48	0·44	0·25	0·23	0·22	0·38	0·53	0·18	0·36
		2nd „	0·20	0·59	0·32	0·29	0·28	0·29	0·30	0·53	0·24	0·37
158*a*	Charges for delivery and collection of goods, etc. . . . . „	1st half	0·01	...	0·01	...	...	0·01	0·09	0·01	0·02	...
		2nd „	0·01	...	0·01	...	...	0·01	0·08	0·05	0·02	...
159*a*	Miscellaneous expenses . . „	1st half	0·04	0·02	...	0·03	0·01	...	0·04	...	0·02	0·02
		2nd „	0·02	—0·02	...	0·02	0·01	...	0·05	...	0·02	0·02
160*a*	Payments to other lines . . „	1st half	0·05	0·22	0·37	0·42	0·11	0·13	0·03	0·15	0·07	0·22
		2nd „	0·05	0·22	0·37	0·48	0·09	0·20	0·02	0·14	0·06	0·23
161*a*	Other charges (net) . . . „	1st half	0·01	...	0·04	...	0·03	0·02	...	0·02	0·06	0·07
		2nd „	0·01	...	0·02	...	0·04	0·01	...	0·02	0·03	0·01
162*a*	Total traffic expenses . . „	1st half	4·55	5·05	5·34	4·20	4·32	4·31	8·52	5·79	5·13	5·86
		2nd „	4·43	5·16	4·68	4·29	4·94	4·90	8·74	5·53	5·29	5·79
	PER CENT. ON TRAFFIC EARNINGS. *(Abstracts H and I of Revenue Accounts.)*											
152*b*	General superintendence (including office expenses)† . . *Per cent.*	1st half	0·78	1·91	1·61	1·29	0·91	1·21	2·18	2·18	0·73	0·60
		2nd „	0·83	1·65	1·78	1·51	1·12	1·62	1·42	2·73	0·94	0·61
153*b*	Station staff . . . . „	1st half	3·25	6·19	3·41	2·92	3·75	4·08	8·25	5·06	3·48	3·07
		2nd „	3·17	6·26	3·64	3·09	4·29	4·77	7·43	5·72	4·53	3·41
154*b*	Train staff . . . . „	1st half	1·35	1·65	0·99	1·06	1·23	(*a*) 1·35	1·58	1·41	2·18	0·59
		2nd „	1·39	1·07	1·12	1·04	1·37	1·42	1·16	1·67	2·69	0·65
155*b*	Fuel, lighting, water and general stores . . . . . „	1st half	0·61	1·31	0·87	1·03	0·75	0·92	1·35	1·09	0·79	0·83
		2nd „	0·57	1·31	0·78	0·91	0·83	1·02	0·91	1·28	0·99	0·88
156*b*	Clothing . . . . . „	1st half	0·05	0·23	0·10	0·05	0·06	0·15	0·12	0·38	0·06	0·09
		2nd „	0·07	0·13	0·07	0·03	0·18	0·12	0·09	0·47	0·05	0·14
157*b*	Printing, stationery and tickets „	1st half	0·25	1·24	0·69	0·46	0·38	0·42	0·65	1·06	0·28	0·36
		2nd „	0·29	1·40	0·60	0·53	0·48	0·58	0·39	1·31	0·45	0·40
158*b*	Charges for delivery and collection of goods, etc. . . . . „	1st half	0·02	...	0·01	...	...	0·02	0·15	0·03	0·03	...
		2nd „	0·02	...	0·02	...	...	0·02	0·11	0·13	0·03	...
159*b*	Miscellaneous expenses . . „	1st half	0·05	0·05	...	0·05	0·02	...	0·07	...	0·03	0·02
		2nd „	0·03	—0·05	...	0·05	0·01	...	0·07	0·01	0·03	0·02
160*b*	Payments to other lines . . „	1st half	0·07	0·57	0·58	0·77	0·17	0·26	0·05	0·29	0·10	0·22
		2nd „	0·07	0·53	0·69	0·89	0·15	0·40	0·03	0·36	0·11	0·25
161*b*	Other charges (net) . . . „	1st half	0·01	0·01	0·07	0·01	0·05	0·03	...	0·05	0·09	0·07
		2nd „	0·01	...	0·04	0·02	0·07	0·03	...	0·04	0·06	0·01
162*b*	Total traffic expenses . . „	1st half	6·44	13·16	8·33	7·64	7·32	8·33	14·40	11·55	7·77	5·85
		2nd „	6·45	12·30	8·74	7·86	8·50	9·98	11·61	13·72	9·88	6·37
†	General superintendence per cent. on traffic earnings (including steam-boat) . . . . *Per cent.*	1st half	0·78	1·91	1·61	1·29	0·91	1·21	2·00	2·13	0·73	0·60
		2nd „	0·83	1·65	1·78	1·31	1·12	1·62	1·36	2·69	0·94	0·61

(*a*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES. Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2'-6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·94	0·87	0·57	0·51	0·92	0·52	1·17	0·66	0·89	0·67	0·50	0·33	0·93	1st half	152a
0·84	0·73	0·60	0·62	0·86	0·56	1·16	0·69	0·84	0·83	0·46	0·25	1·03	2nd ,,	
2·44	2·03	1·23	1·98	1·99	1·63	2·37	2·60	2·59	1·38	1·12	1·36	2·77	1st half	153a
2·30	1·98	1·37	1·72	1·70	1·25	2·64	2·63	2·59	1·49	1·20	1·40	2·97	2nd ,,	
0·74	0·85	0·46	0·66	0·69	0·40	0·59	0·71	0·54	0·35	0·18	0·11	0·41	1st half	154a
0·68	0·73	0·47	0·57	0·66	0·43	0·61	0·66	0·55	0·38	0·18	0·09	0·43	2nd ,,	
0·45	0·45	0·32	0·50	0·61	0·44	0·51	0·51	0·41	0·33	0·29	0·26	0·66	1st half	155a
0·43	0·39	0·33	0·35	0·56	0·40	0·67	0·55	0·37	0·40	0·27	0·19	0·59	2nd ,,	
0·09	0·06	0·04	0·06	0·09	0·03	0·18	0·06	0·03	0·03	...	...	0·03	1st half	156a
0·07	0·04	0·03	0·05	0·10	...	0·02	0·04	0·02	0·04	...	...	0·09	2nd ,,	
0·47	0·28	0·19	0·26	0·29	0·53	0·30	0·37	0·28	0·27	0·31	0·23	0·42	1st half	157a
0·44	0·34	0·23	0·22	0·31	0·49	0·64	0·35	0·22	0·23	0·29	0·21	0·43	2nd ,,	
0·02	...	0·10	...	...	...	...	...	...	...	...	...	...	1st half	158a
0·02	...	0·17	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·04	0·03	0·02	0·02	0·05	0·01	...	0·02	0·01	0·03	0·01	0·01	0·01	1st half	159a
0·04	0·03	0·04	0·02	0·03	0·01	0·03	0·02	0·01	0·04	0·01	...	0·01	2nd ,,	
0·10	0·38	...	0·15	0·27	0·08	...	...	...	0·50	0·05	...	0·22	1st half	160a
0·06	0·27	0·04	0·15	0·23	0·08	...	...	...	0·38	0·06	...	0·22	2nd ,,	
0·06	...	0·05	0·01	...	...	...	0·02	0·19	...	...	...	0·01	1st half	161a
0·08	...	0·09	0·01	0·02	0·07	...	0·04	0·35	...	...	...	0·02	2nd ,,	
5·35	4·95	2·98	4·35	4·91	3·69	5·12	4·95	4·94	3·56	2·46	2·50	5·46	1st half	162a
4·96	4·31	3·37	3·71	4·47	3·71	5·77	4·98	4·95	3·79	2·47	2·15	5·79	2nd ,,	
1·57	1·21	1·34	1·09	2·12	1·33	2·87	1·33	1·98	1·55	0·83	0·87	1·57	1st half	152b
1·29	1·01	1·69	1·07	2·22	1·33	2·78	1·57	1·53	2·02	0·77	0·85	1·90	2nd ,,	
4·07	2·80	2·91	3·06	4·53	4·24	5·81	5·28	5·78	3·21	1·85	4·19	4·09	1st half	153b
3·56	2·47	3·85	2·96	4·39	4·16	6·33	5·96	4·71	3·65	1·99	4·71	5·52	2nd ,,	
1·24	1·17	1·08	1·02	1·57	1·61	1·45	1·46	1·20	0·82	0·29	0·30	0·70	1st half	154b
1·06	1·02	1·32	0·99	1·71	1·02	1·46	1·50	1·01	0·94	0·29	0·32	0·79	2nd ,,	
0·75	0·62	0·75	0·78	1·39	1·11	1·25	1·04	0·91	0·75	0·49	0·69	1·11	1st half	155b
0·67	0·53	0·94	0·61	1·45	0·96	1·60	1·24	0·67	0·97	0·44	0·63	1·10	2nd ,,	
0·14	0·08	0·08	0·10	0·19	0·08	0·44	0·12	0·08	0·07	...	...	0·04	1st half	156b
0·10	0·06	0·08	0·08	0·25	...	0·05	0·10	0·04	0·10	...	...	0·17	2nd ,,	
0·78	0·38	0·44	0·40	0·67	1·34	0·74	0·75	0·63	0·64	0·51	0·62	0·71	1st half	157b
0·68	0·47	0·65	0·38	0·79	1·15	1·54	0·78	0·39	0·57	0·47	0·70	0·79	2nd ,,	
0·03	...	0·25	...	...	...	...	...	...	...	...	...	...	1st half	158b
0·04	...	0·48	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·07	0·04	0·04	0·03	0·11	0·03	...	0·04	0·01	0·07	0·01	0·03	0·02	1st half	159b
0·06	0·03	0·12	0·04	0·09	0·03	0·06	0·05	0·01	0·09	0·03	0·01	0·03	2nd ,,	
0·17	0·53	0·01	0·24	0·62	0·19	...	...	...	1·17	0·09	...	0·38	1st half	160b
0·09	0·38	0·30	0·26	0·61	0·28	...	...	...	1·93	0·09	...	0·41	2nd ,,	
0·10	...	0·12	0·01	...	0·01	0·01	0·04	0·42	...	...	...	0·02	1st half	161b
0·11	...	0·24	0·01	0·04	0·02	0·01	0·08	0·64	...	...	...	0·03	2nd ,,	
8·92	6·83	7·02	6·73	11·20	9·32	12·57	10·96	11·01	8·28	4·07	6·70	9·24	1st half	162b
7·66	5·97	9·47	6·40	11·55	8·81	13·83	11·28	9·00	9·27	4·07	7·21	10·74	2nd ,,	
1·57	1·21	1·23	1·09	2·12	1·33	2·87	1·33	1·80	1·55	0·83	0·87	1·57	1st half	†
1·29	1·01	1·57	1·07	2·22	1·33	2·78	1·56	1·41	2·02	0·77	0·85	1·90	2nd ,,	

APPENDIX

STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE E.—GENERAL

Progressive number.	HEADINGS.	1899.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	LINES WORKED GUARANTEED COM XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
163a	Home expenditure . . *Annas*	1st half	(a)0·35	1·64	1·54	(a)0·91	0·07	0·08	0·14	...	0·15	0·25
		2nd ,,	(a)0·33	1·40	1·25	(a)0·90	...	...	...	...	0·16	0·33
164a	Agent's office—salaries and expenses ,,	1st half	0·12	1·09	0·49	0·33	0·18	0·22	0·37	0·55	0·17	0·19
		2nd ,,	0·11	0·95	0·42	0·35	0·18	0·26	0·33	0·45	0·18	0·17
165a	Audit, accounts, and pay office ,, ,,	1st half	0·49	1·21	1·09	0·84	0·56	0·73	0·82	1·42	0·55	0·80
		2nd ,,	0·48	1·15	0·97	0·90	0·62	0·83	0·73	1·25	0·59	0·72
166a	Stores department ,, ,,	1st half	0·20	0·16	0·25	0·29	0·15	0·16	0·10	0·41	0·19	0·36
		2nd ,,	0·16	0·12	0·23	0·31	0·18	0·19	0·08	0·37	0·18	0·36
167a	Medical ,, ,, ,,	1st half	0·14	0·10	0·21	0·11	0·11	0·11	0·20	0·22	0·12	0·17
		2nd ,,	0·13	0·08	0·19	0·12	0·12	0·13	0·18	0·22	0·12	0·18
168a	Rents and miscellaneous ,, ,,	1st half	0·20	0·60	0·33	0·29	0·16	0·14	0·26	0·25	0·11	0·24
		2nd ,,	0·20	0·59	0·30	0·33	0·14	0·15	0·17	0·39	0·13	0·20
169a	Police . . . . . ,,	1st half	0·21	0·33	0·26	0·27	0·17	0·15	0·15	0·18	0·25	0·35
		2nd ,,	0·18	0·24	0·24	0·30	0·20	0·17	0·14	0·16	0·27	0·37
170a	Advertising . . . . ,,	1st half	0·01	0·04	0·05	0·01	0·01	0·01	0·02	0·07	0·01	0·01
		2nd ,,	0·01	0·07	0·02	0·02	0·01	0·01	0·04	0·05	0·01	0·01
171a	Electric telegraph . . . ,,	1st half	0·55	0·82	1·16	0·71	0·66	0·65	0·93	1·33	0·48	0·67
		2nd ,,	0·56	0·71	1·14	0·72	0·75	0·73	0·85	1·20	0·54	0·64
172a	Other charges (net) . . . ,,	1st half	...	...	...	...	0·01	0·02	...	0·01	0·09	0·11
		2nd ,,	0·01	...	...	...	0·01	0·01	...	0·01	0·09	0·02
173a	Total general charges . . ,,	1st half	2·27	5·99	5·38	3·76	2·08	2·27	2·99	4·44	2·12	3·15
		2nd ,,	2·17	5·31	4·76	3·95	2·21	2·48	2·52	4·10	2·27	3·05
	PER CENT. ON TOTAL EARNINGS.											
163b	Home expenditure . . *Per cent.*	1st half	(a)0·49	3·65	2·21	(a) 1·63	0·11	0·14	0·25	...	0·23	0·24
		2nd ,,	(a)0·47	3·57	2·23	(a) 1·60	...	...	...	...	0·30	0·36
164b	Agent's office—salaries and expenses ,,	1st half	0·17	2·43	0·71	0·59	0·28	0·39	0·65	1·06	0·26	0·18
		2nd ,,	0·16	2·17	0·75	0·62	0·30	0·47	0·47	1·06	0·33	0·18
165b	Audit, accounts, and pay office ,, ,,	1st half	0·68	2·70	1·56	1·49	0·89	1·32	1·45	2·72	0·83	0·79
		2nd ,,	0·68	2·60	1·72	1·62	1·02	1·46	1·65	2·99	1·08	0·83
166b	Stores department ,, ,,	1st half	0·28	0·34	0·36	0·52	0·24	0·29	0·17	0·79	0·28	0·35
		2nd ,,	0·23	0·26	0·42	0·56	0·30	0·34	0·12	0·88	0·33	0·39
167b	Medical ,, ,, ,,	1st half	0·19	0·23	0·29	0·19	0·18	0·20	0·36	0·43	0·18	0·17
		2nd ,,	0·19	0·19	0·34	0·22	0·21	0·22	0·25	0·52	0·21	0·20
168b	Rents and miscellaneous ,, ,,	1st half	0·28	1·35	0·48	0·51	0·26	0·26	0·46	0·48	0·17	0·23
		2nd ,,	0·29	1·34	0·54	0·58	0·24	0·27	0·23	0·92	0·24	0·24
169b	Police . . . . . ,,	1st half	0·29	0·74	0·38	0·48	0·27	0·26	0·27	0·34	0·37	0·34
		2nd ,,	0·26	0·54	0·42	0·54	0·32	0·30	0·20	0·39	0·50	0·40
170b	Advertising . . . . ,,	1st half	0·01	0·09	0·07	0·02	0·01	0·02	0·03	0·13	0·01	0·01
		2nd ,,	0·01	0·16	0·03	0·03	0·02	0·02	0·06	0·12	0·03	0·01
171b	Electric telegraph . . . ,,	1st half	0·76	1·82	1·68	1·27	1·05	1·16	1·64	2·56	0·72	0·65
		2nd ,,	0·81	1·61	2·02	1·29	1·26	1·29	1·21	2·89	0·99	0·69
172b	Other charges (net) . . . ,,	1st half	0·01	...	0·01	...	0·01	0·04	...	0·03	0·13	0·11
		2nd ,,	0·01	...	0·01	...	0·01	0·02	...	0·02	0·17	0·02
173b	Total general charges . . ,,	1st half	3·16	13·35	7·75	6·70	3·30	4·08	5·28	8·54	3·18	3·07
		2nd ,,	3·11	12·04	8·48	7·06	3·68	4·39	3·59	9·79	4·18	3·29
	PER CENT. ON GROSS EARNINGS.								Table G.—Special and Miscellaneous			
174	Law charges . . . *Per cent.*	1st half	0·05	0·12	...	...	...	...	0·01	0.01	0·05	0·02
		2nd ,,	0·03	0·13	...	...	...	...	0·03	0·02	0·01	0·07
75	Compensation . . . . ,,	1st half	0·08	0·18	0·01	0·08	0·06	0·03	0·32	0·02	0·08	0·07
		2nd ,,	0·13	0·11	0·01	0·07	0·01	0·02	0·31	0·02	0·05	0·14
176	Rates and taxes . . . . ,,	1st half	0·13	0·23	0·01	0·01	0·14	0·02	0·23	0·19	0·16	0·26
		2nd ,,	0·14	0·30	0·02	0·01	0·10	0·05	0·18	0·21	0·23	0·25
177	Payments to other lines . . ,,	1st half	1·96	3·89	0·87	2·46	0·44	2·29	...	0·90	1·46	0·27
		2nd ,,	0·85	2·36	1·00	2·59	0·40	0·99	0·83	0·08	1·50	0·33
178	Other charges (net) . . . ,,	1st half	0·25	0·39	0·64	0·67	0·80	0·62	0·90	0·69	0·50	0·32
		2nd ,,	0·10	0·43	1·02	1·18	0·96	0·86	0·89	1·07	0·35	0·16
179	Total special and miscellaneous expenses . . . . ,,	1st half	2·47	4·81	1·53	3·22	1·44	2·96	1·66	1·80	2·25	1·14
		2nd ,,	1·25	3·32	2·05	3·85	1·47	1·92	2·24	1·38	2·14	0·95

(a) Including cost of Government controlling establishment.

A—*continued.*

RAILWAYS—(Part II) —*continued.*

EXPENSES —*concluded.*

CHARGES.

Half-years ended the 30th June and the 31st December 1899.

GAUGE.	METRE GAUGE.													
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharla (2'6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0'47	0'81	(*a*)0'53	0'53	1'12	(*a*)0'77	1'79	0'84		(*a*)0'93	...	...	0'19	1st half .	163*a*
0'45	0'78	(*a*)0'61	0'47	1'07	(*a*)0'82	2'03	1'04		(*a*)1'02	...	...	0'20	2nd „ .	
0'35	0'44	0'11	0'15	0'32	0'21	1'15	0'31		0'39	...	...	0'62	1st half .	164*a*
0'32	0'37	0'14	0'13	0'27	0'21	1'18	0'38		0'49	...	...	0'72	2nd „ .	
0'91	1'32	0'67	0'52	0'99	0'66	2'31	0'68		0'88	0'92	0'59	1'44	1st half .	165*a*
0'86	1'19	0'72	0'49	0'85	0'71	2'47	0'62		0'96	0'92	0'49	1'63	2nd „ .	
0'15	0'25	0'05	0'22	0'26	0'19	0'58	0'18		0'23	0'11	0'07	0'29	1st half .	166*a*
0'14	0'17	0'11	0'19	0'23	0'20	0'64	0'18		0'26	0'11	0'06	0'33	2nd „ .	
0'20	0'27	0'07	0'16	0'20	0'14	0'53	0'13		0'09	0'05	0'03	0'36	1st half .	167*a*
0'19	0'21	0'08	0'13	0'16	0'14	0'72	0'16		0'03	0'06	0'02	0'42	2nd „ .	
0'12	0'53	0'12	0'19	0'23	0'15	0'17	0'18		0'24	0'03	0'08	0'38	1st half .	168*a*
0'10	0'41	0'17	0'14	0'18	0'15	0'25	0'20		0'55	0'03	0'08	0'33	2nd „ .	
0'24	0'54	0'24	0'35	0'54	0'20	0'36	0'54		0'34	0'02	0'05	0'91	1st half .	169*a*
0'25	0'51	0'23	0'29	0'44	0'26	0'39	0'35		0'38	0'01	0'05	0'92	2nd „ .	
0'04	0'02	0'01	...	0'02	0'01	0'02	0'01		0'01	...	...	0'01	1st half .	170*a*
0'03	0'02	0'01	...	0'01	0'01	0'01	0'02		0'01	...	...	...	2nd „ .	
0'87	0'68	0'59	0'97	1'21	0'54	1'35	0'79		0'70	0'54	0'36	1'03	1st half .	171*a*
0'93	0'58	0'68	0'80	1'00	0'57	1'44	0'82		0'78	0'53	0'32	1'14	2nd „ .	
0'19	...	...	...	...	...	...	0'01		...	...	...	...	1st half .	172*a*
0'20	...	...	...	...	...	...	0'01		...	...	...	...	2nd „ .	
3'54	4'86	2'39	3'09	4'89	2'87	8'26	3'67		3'81	1'67	1'18	5'23	1st half .	173*a*
3'47	4'24	2'75	2'64	4'21	3'07	9'13	3'78		4'54	1'66	1'02	5'69	2nd „ .	
0'77	1'10	(*a*)1'10	0'80	2'49	(*a*)1'92	4'26	1'71	Included with the standard gauge.	(*a*)1'95	...	...	0'31	1st half .	163*b*
0'68	1'04	(*a*)1'52	0'79	2'70	(*a*)1'92	4'72	2'29		(*a*)2'12	...	...	0'35	2nd „ .	
0'58	0'59	0'23	0'23	0'71	0'51	2'75	0'62		0'82	...	...	1'04	1st half .	164*b*
0'48	0'50	0'36	0'21	0'68	0'48	2'75	0'83		1'03	...	...	1'29	2nd „ .	
1'49	1'80	1'41	0'79	2'19	1'65	5'52	1'36		1'83	1'50	1'50	2'40	1st half .	165*b*
1'29	1'60	1'79	0'83	2'14	1'67	5'75	1'36		2'00	1'48	1'50	2'94	2nd „ .	
0'25	0'33	0'11	0'34	0'58	0'46	1'39	0'36		0'47	0'17	0'18	0'49	1st half .	166*b*
0'22	0'22	0'26	0'32	0'58	0'47	1'49	0'40		0'55	0'18	0'18	0'60	2nd „ .	
0'33	0'37	0'15	0'24	0'44	0'34	1'27	0'26		0'18	0'09	0'07	0'60	1st half .	167*b*
0'28	0'28	0'19	0'22	0'39	0'33	1'68	0'35		0'20	0'09	0'07	0'76	2nd „ .	
0'19	0'71	0'25	0'29	0'52	0'39	0'41	0'36		0'51	0'05	0'19	0'63	1st half .	168*b*
0'15	0'55	0'42	0'25	0'46	0'34	0'57	0'43		1'14	0'05	0'24	0'60	2nd „ .	
0'39	0'74	0'50	0'53	1'19	0'49	6'86	1'08		0'72	0'04	0'13	1'52	1st half .	169*b*
0'38	0'68	0'58	0'50	1'11	0'61	0'89	0'77		0'80	0'02	0'14	1'66	2nd „ .	
0'02	0'02	0'03	...	0'04	0'02	0'06	0'01		0'02	...	...	0'01	1st half .	170*b*
0'04	0'03	0'02	...	0'04	0'02	0'02	0'04		0'03	...	...	0'01	2nd „ .	
1'43	0'92	1'23	1'47	2'68	1'35	3'23	1'57		1'44	0'88	0'93	1'72	1st half .	171*b*
1'40	0'79	1'69	1'34	2'54	1'34	3'36	1'81		1'61	0'86	0'98	2'05	2nd „ .	
0'31	...	...	...	...	0'01	...	0'01		...	...	...	...	1st half .	172*b*
0'30	...	0'01	...	0'01	...	0'01	0'01		...	...	...	...	2nd „ .	
5'80	6'58	5'01	4'69	10'84	7'14	19'75	7'34		7'94	2'73	3'00	8'72	1st half .	173*b*
5'22	5'69	6'84	4'46	10'65	7'18	21'24	8'29		9'48	2'68	3'11	10'26	2nd „ .	
Expenses														
0'01	0'03	0'04	0'01	0'03	...	0'06	0'05		0'01	...	...	...	1st half .	174
...	0'02	0'03	...	0'01	...	0'07	...		0'02	...	...	...	2nd „ .	
0'08	0'06	0'14	0'06	0'03	0'02	0'11	...		0'05	...	0'01	0'01	1st half .	175
0'09	0'07	0'16	0'02	0'08	0'02	0'44	0'05		0'10	...	0.02	0'05	2nd „ .	
0'22	...	0'04	0'04	0'01	0'36	0'34	0'29		...	...	...	0'01	1st half .	176
0'21	...	0'05	0'02	0'14	0'08	0'21	0'42		0'01	...	...	0'01	2nd „ .	
0'11	0'51	2'26	0'04	0'16	0'48	...	...		0'12	2'98	1'51	0'12	1st half .	177
...	0'63	0'60	0'63	0'40	0'12	...	...		0'15	4'76	3'38	0'14	2nd „ .	
0'63	0'90	1'41	0'73	1'85	0'37	0'52	0'68		6'15	0'15	0'19	1'08	1st half .	178
0'63	0'64	3'71	0'64	1'55	0'92	0'48	0'81		6'15	0'16	0'21	1'05	2nd „ .	
1'05	1'50	3'89	0'88	2'08	1'23	1'03	1'02		6'33	3'13	1'71	1'22	1st half .	179
0'93	1 36	4'55	1'31	2'16	1'18	1'20	1'28		6'43	4'92	3'61	1'25	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899. EXTRACT FROM TABLES PRINTED

STANDARD

Progressive number.	Headings.	1899.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	LINES WORKED GUARANTEED COM XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	FROM APPENDIX I.											
180	Average number of locomotives on the line . . . . . *No.*	1st half	663	23	114	132	498	167	104	71	605	171
		2nd ,,	736	27	132	132	504	164	113	74	603	172
181	Average miles run per locomotive per diem . . . . . *Miles*	1st half	74·25	54·07	58·82	56·19	58·45	60·27	68·56	59·12	50·89	58·70
		2nd ,,	68·41	116·67	56·25	53·55	53·60	58·49	70·61	64·69	46·67	58·22
	lbs. coal per engine-mile (coal-burning engines)—											
182	Coaching . . . . . *lbs.*	1st half										48·02
		2nd ,,										45·92
183	Goods . . . . . ,,	1st half	51·17	35·13	44·21	49·94	41·42	35·37	31·25	41·02	42·00	54·26
		2nd ,,	50·48	37·99	47·24	47·85	42·48	33·77	32·61	45·72	41·09	49·45
184	Mixed . . . . . ,,	1st half										54·85
		2nd ,,										45·83
	lbs. wood per engine-mile (wood-burning engines)—											
185	Coaching . . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—											
188	Coaching . . . . . *Tons*	1st half	184·76	139·13	139·79	134·34	225·58	187·89	200·20	159·77	151·86	133·55
		2nd ,,	177·54	132·31	141·86	137·56	220·15	181·90	180·02	259·17	151·73	160·32
189	Goods . . . . . ,,	1st half	424·98	149·84	337·31	443·02	348·59	302·22	456·98	116·81	329·68	482·36
		2nd ,,	414·88	142·15	337·32	433·22	327·18	288·16	477·35	143·57	307·51	468·65
190	Mixed . . . . . ,,	1st half	224·16	192·65	339·12	223·37	283·66	238·79	236·28	265·79	...	196·82
		2nd ,,	222·36	274·15	364·38	255·99	269·91	214·01	211·68	241·75	...	199·04
	Average through speed of trains—											
191	Coaching . . . . *Miles per hour*	1st half	(*a*) 20·00	18·00	27·36	26·62	21·68	29·33	18·22	15·83	23·66	20·71
		2nd ,,	(*b*) 18·86	16·00	23·68	26·62	21·56	29·74	18·22	17·33	22·87	20·84
192	Goods . . . . ,,	1st half	(*c*) 11·00	11·00	10·73	10·99	11·97	8·97	11·98	11·29	11·35	10·17
		2nd ,,	(*d*) 11·20	12·00	10·74	10·99	11·93	9·48	11·98	10·57	10·68	10·41
193	Mixed . . . . ,,	1st half	18·60	14·00	12·70	16·33	14·79	13·96	13·77	13·66	15·44	15·78
		2nd ,,	18·00	14·00	13·04	16·33	14·92	15·87	13·77	13·42	15·35	15·36
	FROM APPENDIX II.											
194	Average mileage *per diem* of coaching vehicles, including brakes . *Miles*	1st half	238,002	10,266	45,126	44,179	194,693	66,857	41,900	39,589	144,182	61,006
		2nd ,,	235,363	10,177	46,655	44,330	198,163	65,529	43,708	37,166	149,607	64,209
195	Goods ditto ditto . ,,	1st half	766,040	5,467	99,755	98,676	439,861	121,800	56,299	40,810	407,980	174,544
		2nd ,,	767,109	11,047	120,501	93,630	345,918	105,960	106,532	38,064	331,980	175,693
	Average lead of passengers . *Miles*	1st half	58·61	23·07	57·71	70·12	51·26(*e*)	43·96	25·75	39·97	31·39	18·85
		2nd ,,	61·50	22·82	64·32	68·62	50·58(*e*)	42·41	25·11	38·10	33·39	19·47
	Average lead of goods ,,	1st half	205·82	62·85	118·29	143·61	205·50(*e*)	101·26	98·18	104·86	260·35	130·52
		2nd ,,	207·94	73·82	128·49	177·99	169·00(*e*)	105·41	81·91	114·41	236·84	149·12
	Total tonnage of goods lifted *Tons*	1st half	4,441,747	60,811	912,421	589,983	2,365,616(*e*)	1,149,188	510,393	448,455	1,636,681	1,389,674
		2nd ,,	4,504,451	79,267	938,766	410,460	2,319,661(*e*)	824,728	1,053,684	403,497	1,346,808	1,037,364

(*a*) Passenger trains. The average through speed of mail trains is 33·36 miles per hour.
(*b*) Passenger trains. The average through speed of mail trains is 32·80 miles per hour.
(*c*) The through speed of express goods trains is 17·00 miles per hour.
(*d*) The through speed of express goods trains is 16·80 miles per hour.
(*e*) Entire system.

A—continued.

RAILWAYS—(Part II)—*continued.*

AS APPENDICES TO THE ANALYSES. Half-years ended the 30th June and the 31st December 1899.

GAUGE.	METRE GAUGE.												
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharla (2′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner.		LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
										Jodhpur section.	Bikaner section.			
161	48	151	420	181	206	44	148	98	26	17		32	1st half .	180
167	52	149	421	186	263	41	155	97	26	17		32	2nd „ .	
53·59	58·41	60·86	44·37	45·44	53·69	46·33	68·29	65·25	78·25	92·94		60·97	1st half .	181
55·17	64·59	60·45	52·48	51·46	51·19	46·25	61·08	69·71	70·16	94·54		53·60	2nd „ .	
	39·70		33·66		26·75		32·63		...				1st half .	182
	43·80		29·67		29·95		33·84		...				2nd „ .	
43·36	59·15	27·80	33·46	30·10	27·91	26·02	27·67	21·84	...	33·61	22·58	27·49	1st half .	183
43·36	60·89	28·57	32·50	31·05	27·62	30·23	28·70	21·96	...	35·54	19·91	26·97	2nd „ .	
	56·65		23·24		27·39		35·26		...				1st half .	184
	58·76		23·73		26·59		36·57		...				2nd „ .	
...	...	...	...	...	...	...	...	...		...	...	...	1st half .	185
...	...	...	...	...	...	...	...	...		...	...	...	2nd „ .	
...	...	...	...	...	...	...	...	...	59·42	...	...	...	1st half .	186
...	...	...	...	...	...	...	...	...	46·74	...	...	...	2nd „ .	
...	...	...	...	...	...	...	...	...		...	...	...	1st half .	187
...	...	...	...	...	...	...	...	...		...	...	...	2nd „ .	
129·79	128·50	140·90	108·16	94·49	60·65	193·50	115·29	113·16	(g)	98·52	114·09	63·15	1st half .	188
131·01	132·33	134·60	103·59	90·46	65·02	120·93	101·51	110·72	(g)	75·08	...	65·36	2nd „ .	
325·90	309·86	169.48	228·62	268·72	98·45	152·78	205·82	194·00	(g)	190·84	134·42	159·38	1st half .	189
317·89	365·15	152·72	225·73	272·20	90·77	179·20	164·34	212·41	(g)	181·73	125·02	164·11	2nd „ .	
274·13	375·31	162·20	140·17	210·15	203·84	201·88	159·18	141·55	(g)	132·85	78·40	127·34	1st half .	190
288·56	354·79	147·74	135·80	214·16	228·08	190·39	166·84	140·96	(g)	120·92	71·28	128·02	2nd „ .	
19·91	22·86	15·20	19·22	16·31	18·00	...	16·23	17·45	...	...	...	20·25	1st half .	191
19·91	22·86	15·40	19·22	16·31	18·00	...	18·32	17·45	10·63	...	...	20·25	2nd „ .	
12·26	10·28	11·06	9·63	8·30	9·50	...	11·02	11·17	10·66	10·71	11·53	10·93	1st half .	192
12·26	10·28	9·50	9·63	8·30	9·50	...	11·28	11·17	12·80	10·62	11·62	10·93	2nd „ .	
11·17	13·57	12·15	14·73	12·81	12·00	12·85	13·70	12·90	12·19	12·40	12·37	12·29	1st half .	193
11·17	13·57	11·50	14·73	12·81	12·00	12·58	13·36	12·90	...	12·43	12·89	12·29	2nd „ .	
44,095	13,415	65,405	137,766	42,530	89,404	15,519	95,169	46,941	12,959	9,636	1,161	20,302	1st half .	194
45,640	12,846	66,491	134,129	44,623	90,944	15,337	82,702	46,334	13,324	9,403	1,017	17,151	2nd „ .	
104,409	46,835	118,304	318,888	121,780	93,860	35,689	134,196	78,169	25,849	22,184	2,077	20,633	1st half .	195
116,128	60,799	103,195	447,919	152,524	85,263	38,017	110,534	87,956	21,483	25,875	2,638	19,572	2nd „ .	
27·96	49·53	33·71	48·58	45·36	(f) 30·44	35·60	30·25	36·33	34·75	57·48	37·87	34·90	1st half .	
31·02	49·72	33·53	49·65	43·16	(f) 31·38	36·23	25·13	36·05	34·06	56·59	36·83	34·27	2nd „ .	
98·16	135·99	125·17	203·30	135·56	(f) 67·86	62·87	112·69	129·52	65·53	105·88	41·27	56·71	1st half .	
103·89	140·49	105·52	231·88	171·63	(f) 58·16	81·91	115·07	98·34	73·02	105·66	40·21	53·42	2nd „ .	
733,816	406,253	663,062	1,105,472	573,412	(f) 680,903	249,967	590,083	283,769	201,266	129,025	25,915	154,900	1st half .	
838,573	468,905	634,317	1,245,338	519,979	(f) 783,701	221,785	497,524	425,491	171,098	148,436	36,742	160,968	2nd „ .	

(f) Excluding the Pondicherry and Káraikkal-Peralam railways
(g) Information not furnished.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899. EXTRACT FROM TABLE PRINTED

STANDARD

Progressive number.	HEADINGS.	1899.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland only.	STATE LINES WORKED BY THE STATE. XI. North Western railway system.	XIII. Oudh and Rohilkhand.	XV. Eastern Bengal only.	XVII. East Coast.	LINES WORKED BY GUARANTEED COMPANIES. XIX. Great Indian Peninsula only.	XX. Bombay Bar... and C... tral In... only
	FROM APPENDIX V.											
	Average age of sleepers—											
196	Wood . . *Years*	1st half	10·47	(b) 12·21	(b) 4·03	15·50	(b) 7·25	8·00	(b) 8·00	(b) 3·30	(e)	(f) 8·9...
		2nd „	10·62	(b) 12·35	(b) 4·49	16·00	(b) 7·52	8·45	(b) 8·00	(b) 3·77	(e)	(f) 8·21
197	Iron . . „	1st half	(a) 9·55	...	(c) 9·26	9·25	(d) 12·12	(d) 16·36	(d) 6·50	(c) 5·45	(e)	16·53
		2nd „	(a) 9·81	...	(c) 7·18	9·75	(d) 12·51	(d) 16·40	(d) 7·00	(c) 5·94	(e)	15·16
	Percentage of removals—											
198	Wood . *Per cent.*	1st half	3·11	(b) 3·54	(b) 1·57	10·82	(b) 3·74	1·33	(b) 12·68	(b) 0·74	9·39	(f) 2·37
		2nd „	3·56	(b) 2·83	(b) 2·97	1·04	(b) 1·88	0·41	(b) 4·67	(b) 0·52	8·55	(f) 7·08 (g) 2·3...
199	Iron . . . „	1st half	(a) 1·27	...	(c) 0·42	0·04	(d) 2·40	(d) 1·00	(d) 3·13	...	0·93	1·99 0·11
		2nd „	(a) 1·20	...	(c) 0·19	0·86	(d) 2·93	(d) 2·25	(d) 0·36	(c) 0·03	0·94	1·89 0·11

(a) "Denham-Olpherts'" iron sleepers only.
(b) Excluding longitudinal sleepers.
(c) Steel sleepers.
(d) Total iron and steel sleepers.
(e) Information not furnished.

A—concluded.

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.* Half-years ended the 30th June and the 31st December 1899.

GAUGE.	METRE GAUGE.														
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western. Tirhoot section.	XXXIX. Bengal and North-Western. Company's section.	XLI. Rajputana-Malwa only.	XLIII. Southern Mahratta railway system.	XLVI. South Indian only.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kannia-Dharila (2′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar Gondal-Junágad Porbandar railway system.		
14·00	12·82	(*b*) 7·58	(*b*) 9·50	(*b*) 12·00	(*b*) 12·99	4·50	(*b*) 11·77	(*b*) 12·50	8·98	(*e*)	(*e*)	9·22	1st half	196
14·50	12·53	(*b*) 7·81	(*b*) 9·50	(*b*) 12·00	(*b*) 12·65	...	(*b*) 11·42	(*b*) 12·50	9·06	(*e*)	...	9·61	2nd ,,	
(*h*) 23·50	15·89	...	(*d*) 13·00	(*d*) 11·50	(*i*) 13·32	...	...	(*d*) 13·00	...	(*c*) 7·50	(*c*) 4·50	(*c*) 9·22	1st half	197
(*h*) 24·00	16·39	...	(*d*) 13·00	(*d*) 12·00	(*h*) 1375	...	...	(*d*) 13·50	...	(*c*) 8·00	(*c*) 5·00	(*c*) 9·72	2nd ,,	
7·14	4·50	(*b*) 0·58	(*b*) 6·27	(*b*) 0·72	(*b*) 4·10	0·05	(*b*) 1·74	(*b*) 4·18	2·75	(*e*)	(*e*)	0·64	1st half	198
1·02	5·06	(*b*) 0·74	(*b*) 5·54	(*b*) 2·32	(*b*) 2·07	1·05	(*b*) 0·79	(*b*) 0·30	2·48	(*e*)	0·01	1·22	2nd ,,	
(*h*) 0·75	0·02	...	(*d*) 28·30	(*d*) 0·19	(*i*) 0·18	...	...	(*d*) 0·48	...	(*c*) 0·05	...	(*c*) 0·16	1st half	199
(*h*) 0·71	2·96	...	(*d*) 0·57	(*d*) 0·45	(*h*) 0·13	...	...	(*d*) 0·28	...	(*c*) 0·01	...	(*c*) 0·04	2nd ,,	

(*f*) Excluding Adam's No. 2 creosoted sleepers.
(*g*) Excluding creosoted pine sleepers.
(*h*) Excluding pea-pod steel sleepers.
(*i*) Excluding Denham-Olpherts' cast iron sleepers.

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	MEAN MILEAGE WORKED, INCLUDING FOREIGN LINES WORKED OVER—MILES.					EARN			
							COACHING—RUPEES.			
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.
	STANDARD GAUGE.									
I	East Indian . .	1,905	1,919	1,923	1,926	1,971 (a)	1,85,46,434	1,88,18,457	1,83,68,990	1,90,91,774
II	Bengal Central . .	125	125	125	125	139	5,91,052	5,99,037	6,72,030	6,80,706
III	Bengal-Nágpur .	862	862	862	925	1,151	15,21,190	15,94,951	13,95,906	13,62,462
IV	Indian Midland .	819	942	945	976	1,107 (a)	21,32,837	24,02,340	23,93,364	24,37,401
XI	North Western State	2,636	2,741	3,037	3,409	3,511 (b)	1,20,60,626	1,14,46,387	1,28,29,073	1,26,63,081
XIII	Oudh and Rohilkhand State.	797	799	878	995	1,013 (c)	40,37,093	37,75,106	36,80,238	40,88,242
XIV	Eastern Bengal State	249	250	253	258	267 (d)	27,62,311	28,63,389	27,83,550	28,28,070
XVI	East Coast State .	396	484	534	546	787 (a)	10,53,485	13,04,361	14,36,460	14,05,366
XVII	Great Indian Peninsula	1,490	1,490	1,491	1,491	1,491	97,99,477	96,19,496	77,89,154	70,50,427
XVIII	Bombay, Baroda and Central India.	461	461	461	461	461	53,43,524	56,33,398	43,44,591	37,10,984
XIX	Madras . . .	839	839	839	839	843	47,44,822	45,82,105	45,37,518	40,13,141
XXXI	The Nizam's Guaranteed State.	355	355	355	355	355 (e)	9,11,303	9,44,010	8,81,461	8,43,679
	METRE GAUGE.									
XXXIX	Bengal and North-Western—									
	Tirhoot section .	756	761	816	889	1049	23,59,924	22,21,280	23,36,747	24,57,896
	Company's section									
XLI	Rajputana-Malwa .	1,674	1,674	1,674	1,674	1,673	75,04,864	71,48,038	61,34,208	62,03,497
XLIII	Southern Mahratta .	1,556	1,556	1,556	1,556	1,560 (a)	36,39,471	36,00,019	30,57,058	21,45,752
XLVI	South Indian . .	1,042	1,042	1,042	1,038	1,024	46,57,225	47,35,156	49,61,965	43,89,052
XLVIII	Assam-Bengal . .	65	169	301	291	413	92,374	3,86,076	5,39,843	7,37,620
XLIX	Burma . . .	763	872	886	936	944	35,48,016	39,09,034	43,68,232	43,84,060
L	Eastern Bengal State—									
	Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch).	564	564	564	564	564	23,10,039	23,58,773	21,47,004	22,07,108
	Dacca section . .									
LVI	Rohilkund and Kumaon (Company's section)(f)	282	279	279	278	281	5,48,528	5,24,075	5,42,444	6,02,506
LXXII	Jodhpur-Bikaner—									
	Jodhpur section .	320	320	320	320	358	5,04,146	5,15,654	4,81,902	4,76,983
	Bikaner section .	43	43	43	68	90	39,192	42,544	38,862	43,866
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	334	334	334	446	334	9,64,905	9,84,044	8,51,723	7,22,481

B.

principal railways during the years 1895-1899.

INGS.

1899.	GOODS—RUPEES. 1895.	1896.	1897.	1898.	1899.	Classification Number.	REMARKS.
(a) 1,96,94,825	3,64,66,569	3,59,23,207	4,13,20,747	4,16,01,890	(a) 4,47,26,176	I	(a) Including branch lines worked.
6,93,483	3,46,123	3,24,590	3,86,189	2,53,870	3,38,338	II	
21,52,487	47,50,331	42,64,420	42,32,727	48,04,497	63,63,627	III	(b) Including branch lines worked, but excluding 5·63 miles used for military traffic only.
(a) 26,33,620	26,94,105	33,01,409	39,14,737	41,94,179	(a) 51,74,411	IV	
(a) 1,25,90,154	2,38,50,060	1,84,31,260	2,00,56,123	2,63,84,785	(a) 2,40,00,044	XI	(c) Including the Cawnpore-Burhwal (metre gauge link).
(c) 42,57,647	60,58,237	45,50,297	42,66,408	49,49,486	(c) 57,89,497	XIII	(d) Including 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge), which is worked over only by the Southern Mahratta railway.
30,30,047	53,74,400	56,06,271	57,21,060	54,25,399	55,10,933	XIV	
21,31,953	7,68,063	10,01,400	11,35,154	11,76,412	20,54,015	XVI	
(a) 82,11,223	2,36,07,088	2,43,89,684	2,02,93,641	2,74,61,611	(a) 2,72,15,866	XVII	(e) Including branch line worked, also 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast State railway worked over.
47,30,820	1,19,18,571	1,01,87,587	95,43,841	1,15,92,181	1,23,51,472	XVIII	
35,45,366	62,81,644	60,82,372	66,89,163	64,91,273	67,46,970	XIX	
(a) 8,85,198	24,20,470	24,33,498	28,24,280	31,45,227	(a) 34,21,651	XXXI	
27,50,595	26,70,014	28,73,143	28,29,311	32,49,165	41,36,297	XXXIX	
64,20,355	1,55,00,469	1,21,31,353	1,18,84,987	1,43,95,522	1,79,11,809	XLI	
(a) 19,84,789	49,99,717	53,83,823	61,72,555	48,85,482	(a) 54,24,194	XLIII	
42,39,687	41,59,010	40,84,045	39,19,250	38,15,315	41,08,488	XLVI	
9,27,737	1,15,506	2,17,236	4,24,389	5,35,739	6,47,365	XLVIII	
43,08,061	30,93,930	35,47,852	41,76,612	44,52,693	43,00,009	XLIX	
22,35,200	31,12,194	33,79,199	31,49,460	32,94,995	36,93,874	L	
6,23,137	5,74,855	5,99,521	5,65,948	7,27,601	8,98,594	LVI	(f) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1899 in the subsequent pages.
5,27,889	4,54,682	6,30,535	6,19,542	7,21,793	13,49,755	LXXII	
49,526	38,681	67,695	66,902	82,364	1,11,846		
8,18,818	9,38,267	9,47,005	9,00,977	9,15,118	9,79,892	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.
	STANDARD GAUGE.								
I	East Indian	1,22,572	1,56,690	1,51,326	1,89,179	2,33,040	7,69,426	8,03,869	8,72,925
II	Bengal Central	...	...	...	...	...	10,216	9,639	79,980
III	Bengal-Nágpur	...	...	...	...	...	6,03,219	5,09,154	5,71,676
IV	Indian Midland	...	...	...	...	...	1,71,156	1,33,509	1,39,756
XI	North Western State	74,442	62,697	46,036	68,433	51,604	7,74,295	6,86,735	10,03,450
XIII	Oudh and Rohilkhand State.	...	...	...	...	...	1,99,549	3,71,673	5,69,209
XIV	Eastern Bengal State	1,92,629	20,430	23,824	6,072	26,479	2,63,697	3,03,062	4,06,955
XVI	East Coast State	42,987	43,612	66,744	68,592	74,101	39,716	56,050	2,18,930
XVII	Great Indian Peninsula	...	...	...	...	...	3,83,628	4,10,449	3,49,607
XVIII	Bombay, Baroda and Central India.	...	...	...	...	...	2,90,972	3,82,947	3,70,861
XIX	Madras	...	...	...	...	...	1,81,941	2,15,774	2,38,633
XXXI	The Nizam's Guaranteed State.	...	...	...	...	...	79,535	80,336	71,413
	METRE GAUGE.								
XXXIX	Bengal and North-Western—								
	Tirhoot section	4,34,774	4,69,662	5,81,873	5,05,916	5,81,354	1,95,967	2,22,982	2,45,895
	Company's section								
XLI	Rajputana-Malwa	...	...	...	...	...	4,35,248	4,46,586	4,55,163
XLIII	Southern Mahratta	...	...	...	...	...	1,98,840	1,79,138	1,78,647
XLVI	South Indian	...	...	...	...	...	98,712	1,26,380	3,00,194
XLVIII	Assam-Bengal	...	...	...	...	152	6,546	15,474	26,408
XLIX	Burma	6,553	28,990	21,385	24,331	26,955	62,563	1,22,683	1,10,175
L	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	4,38,495	4,92,900	4,71,183	4,64,538	5,47,766	55,974	57,647	59,197
	Dacca section								
LVI	Rohilkund and Kumaon (Company's section).	...	...	...	...	...	1,07,055	1,30,908	1,42,700
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	...	...	...	...	...	15,910	18,276	21,214
	Bikaner section	...	...	...	...	...	8,665	10,488	11,246
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	...	...	...	...	...	49,049	49,827	69,840

B—*continued.*

principal railways during the years 1895-1899—continued.

—*concluded.*

TELEGRAPH—RUPEES.		TOTAL—RUPEES.					Classification Number.	REMARKS.
1898.	1899.	1895.	1896.	1897.	1898.	1899.		
8,34,786	(a) 8,53,399	5,59,05,001	5,57,02,223	6,07,13,988	6,17,17,629	(a) 6,55,07,440	I	(a) Including branch lines worked.
90,081	1,07,867	9,47,391	9,33,266	11,38,199	10,24,657	11,39,688	II	
7,12,234	5,57,345	68,74,740	63,68,525	62,90,309	68,79,193	90,73,459	III	(b) Including the Cawnpore-Burhwal (metre gauge link).
1,51,561	(a) 1,75,730	50,03,098	58,37,258	64,47,857	67,83,141	(a) 79,83,761	IV	
8,55,834	(a) 9,18,346	3,67,05,423	3,06,27,079	3,39,34,682	3,99,72,133	(a) 3,75,60,148	XI	
8,13,870	(b) 10,91,846	1,02,94,879	86,97,076	85,15,855	98,51,598	(b) 1,11,38,990	XIII	
4,01,743	4,85,062	85,93,037	87,93,152	89,35,389	86,81,284	90,52,521	XIV	
1,16,308	81,915	19,04,251	24,05,423	28,57,288	27,66,678	43,42,014	XVI	
3,65,458	(a) 3,82,341	3,37,90,193	3,44,19,629	2,84,32,402	3,48,77,496	(a) 3,58,09,430	XVII	
5,59,561	3,82,753	1,75,53,067	1,62,03,932	1,42,61,293	1,58,62,726	1,74,65,045	XVIII	
2,16,069	2,52,735	1,12,08,407	1,08,80,251	1,14,65,314	1,07,20,483	1,05,45,071	XIX	
87,767	(a) 1,15,524	34,11,308	34,57,844	37,77,154	40,76,673	(a) 44,22,373	XXXI	
2,63,053	3,01,423	56,60,679	57,87,067	59,93,826	64,76,030	77,69,669	XXXIX	
3,91,374	4,98,181	2,34,40,581	1,97,25,977	1,84,74,358	2,09,90,393	2,48,30,345	XLI	
1,39,035	(a) 1,78,487	88,38,028	91,62,980	94,08,260	71,70,269	(a) 75,87,470	XLIII	
2,63,214	1,26,886	89,14,947	89,45,581	91,81,409	84,67,581	84,74,461	XLVI	
34,765	44,393	2,14,426	6,18,786	9,90,640	13,08,124	16,19,647	XLVIII	
1,30,368	1,90,700	67,11,062	76,08,559	86,76,404	89,91,452	88,25,725	XLIX	
63,955	83,075	59,16,702	62,88,519	58,26,844	60,36,596	65,59,915	L	
1,66,289	2,16,052	12,30,438	12,54,504	12,51,092	14,96,396	17,37,783	LVI	
							LXXII	
23,951	31,453	9,74,738	1,64,465	11,22,658	12,22,727	19,09,097		
11,243	13,167	86,538	1,20,727	1,17,010	1,37,473	1,74,539		
61,057	54,773	19,52,221	19,80,876	18,21,640	16,98,656	18,53,483	LXXIV	

APPENDIX

Statement showing the general results of working of the

EXPEN

Classification Number.	RAILWAY.	MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE. Total, per train-mile—Annas.					LOCOMOTIVE. Cost of fuel, per train-mile—			
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.
	STANDARD GAUGE.														
I	East Indian .	1,723	1,681	1,571	1,544	(a) 1,874	6·75	6·90	5·95	6·74	(a) 6·86	0·91	0·83	0·82	0·88
II	Bengal Central . .	734	1,027	1,076	1,122	1,226	6·37	6·01	5·54	5·10	5·86	...	...	2·28	2·51
III	Bengal-Nágpur . .	906	928	840	927	979	8·92	10·28	7·96	8·32	8·23	1·40	1·35	1·14	1·16
IV	Indian Midland .	772	653	644	707	(a) 791	10·95	11·56	11·70	11·43	(a) 11·77	3·37	3·93	4·06	3·88
XI	North Western State	1,835	1,709	1,621	1,536	(a) 1,237	12·34	11·89	11·79	11·80	(a) 12·58	5·12	4·49	4·62	4·57
XIII	Oudh and Rohilkhand State.	1,840	1,398	1,353	1,119	(b) 1,142	7·15	7·20	9·53	7·82	(c) 6·63	2·81	2·75	3·02	2·96
XIV	Eastern Bengal State .	1,499	1,760	1,774	1,733	2,720	6·80	7·16	9·09	6·57	7·25	2·13	2·28	1·92	2·05
XVI	East Coast State . .	782	871	687	822	773	13·42	11·79	11·10	11·52	9·63	3·79	3·51	3·19	2·79
XVII	Great Indian Peninsula.	2,051	2,131	2,066	1,782	(a) 1,816	13·63	13·05	12·27	12·65	(a) 13·25	3·67	3·90	3·53	3·60
XVIII	Bombay, Baroda and Central India.	2,355	2,491	4,049	2,557	2,899	16·39	17·26	16·05	16·45	16·74	6·52	6·92	6·59	6·41
XIX	Madras . . .	1,164	1,249	1,219	1,218	1,142	12·94	13·56	13·13	12·70	14·21	4·93	5·61	5·47	5·62
XXXI	The Nizam's Guaranteed State.	1,358	1,307	1,430	1,186	(a) 1,202	9·87	9·23	8·36	8·47	(a) 9·12	2·00	1·96	2·16	2·32
	METRE GAUGE.														
XXXIX	Bengal and North-Western—														
	Tirhoot section .	695	797	809	791	992	4·39	4·69	4·13	4·09	4·67	1·38	1·55	1·32	1·25
	Company's section														
XLI	Rajputana-Malwa .	848	895	984	1,013	1,359	10·18	10·29	9·81	9·22	9·79	4·16	4·07	4·08	3·81
XLIII	Southern Mahratta .	767	688	698	694	(a) 694	8·58	7·71	7·42	9·08	(a) 9·14	2·42	2·32	2·32	2·26
XLVI	South Indian . .	955	915	960	764	687	8·96	8·54	7·84	8·15	8·45	3·86	3·75	3·39	3·27
XLVIII	Assam-Bengal . .	327	725	758	1,835	904	6·40	9·19	8·35	6·96	6·84	2·91	4·28	3·58	2·10
XLIX	Burma	1,155	1,253	1,205	1,182	1,124	10·36	9·28	8·75	9·11	9·90	3·82	3·39	2·97	3·08
L	Eastern Bengal State—														
	Northern and Behar sections (including the Kaunia-Dharlia, 2' 6" gauge, branch).	934	843	962	1,109	1,088	5·34	5·87	5·62	5·52	5·36	Included with the Eastern			
	Dacca section .														
LVI	Rohilkund and Kumaon (Company's section).	536	621	586	627	755	6·21	5·74	5·08	4·76	4·86	2·41	1·61	1·49	1·52
LXXII	Jodhpur-Bikaner—														
	Jodhpur section .	357	361	244	536	619	8·04	8·16	7·59	7·61	8·89	4·37	4·49	4·06	4·29
	Bikaner section .	221	230	238	208	218	7·83	8·01	7·35	7·05	5·32	4·19	4·33	3·90	3·83
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1,084	661	678	691	574	7·99	8·64	8·95	9·28	8·42	3·72	3·90	4·21	4·39

B—*continued.*

principal railways during the years 1895-1899—continued.

DITURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.					Carriage and wagon. Total, per train-mile—Annas.					Repairs of stock and of machinery, tools and plant, per train-mile—Annas.					Classification Number.	Remarks.
1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898	1899.	1895.	1896.	1897.	1898.	1899.		
(a) 0·92	1·86	2·12	1·32	1·94	(a) 1·88	2·11	2·23	2·15	2·09	(a) 2·09	1·82	1·93	1·80	1·70	(a) 1·78	I	(a) Including branch lines worked.
2·26	...	...	1·73	—0·04	1·47	2·24	2·16	0·81	2 09	1·80	...	...	0·43	1·50	1·31	II	(b) Including the Cawnpore-Burhwal (metre gauge link).
1·43	2·09	2·90	1·99	1·96	1·80	2·64	2·58	2·44	2·11	1·92	1·81	1·66	1·51	1·39	1·11	III	
(a) 4·08	2·27	2·55	2·63	2·73	(a) 2·69	2·89	2·63	2·68	2·75	(a) 3·08	2·10	1·93	1·95	2·01	(a) 2·36	IV	(c) Excluding the Cawnpore-Burhwal (metre gauge link).
(a) 5·08	2·49	2·57	2·59	2·76	(a) 3·05	2·75	3·03	2·13	2·49	(a) 2·63	2·13	2·28	1·50	1·93	(a) 2·04	XI	
(c) 2·85	1·24	1·33	3·28	2·16	(c) 0·97	3·51	4·33	4·85	2·86	(c) 4·25	3·06	3·74	4·24	2·33	(c) 3·78	XIII	(d) Including the metre and special gauge sections of the undertaking and the Mymensingh-Jamálpur-Jagannathganj and Brahmaputra-Sultanpur railways.
(d) 1·89	1·30	1·39	2·56	1·24	(d) 1·37	2·86	2·95	2·08	2·62	3·62	1·64	1·78	1·69	1·53	(d) 1·95	XIV	
2·93	3·10	2·16	2·73	3·00	2·22	1·54	1·35	1·64	2·29	1·90	0·63	0·53	0·85	1·25	1·24	XVI	
(a) 3·88	3·04	3·26	3·09	3·27	(a) 3·50	2·94	2·84	4·04	6·25	(a) 4·01	1·97	1·96	2·83	4·49	(a) 2·77	XVII	
(a) 6·90	3·26	3·80	3·33	3·90	(a) 3·78	3·56	3·80	6·03	6·12	7·71	2·40	2·55	4·47	4·18	(a) 5·93	XVIII	
(a) 5·74	3·42	3·32	3·17	2·88	(a) 3·80	3·74	3·97	3·72	2·93	2·72	2·72	2·94	2·76	2·06	(a) 1·90	XIX	
(a) 2·14	2·52	2·35	1·85	1·94	(a) 2·71	3·17	2·26	2·08	2·17	(a) 1·92	2·42	1·51	1·34	1·40	(a) 1·40	XXXI	
																XXXIX	
1·54	0·78	0·89	0·79	0·72	0·80	1·39	1·59	1·24	1·02	1·09	1·01	1·18	0·77	0·60	0·69		
(a) 4·39	1·86	2·14	2·24	1·95	(a) 1·81	2·45	2·84	2·65	2·50	2·30	1·80	1·97	1·87	1·91	(a) 1·82	XLI	
(a) 2·32	2·35	1·75	1·41	2·21	(a) 2·08	2·02	1·74	1·50	2·53	(a) 2·67	1·57	1·34	1·14	2·01	(a) 2·17	XLIII	
(a) 3·30	1·84	1·63	1·50	1·94	(a) 2·26	2·87	2·62	2·39	2·44	2·32	2·37	2·17	1·88	2·00	(a) 1·89	XLVI	
2·49	0·39	0·63	0·61	1·41	1·25	1·09	1·92	0·96	1·54	1·35	0·43	0·96	0·48	1·12	0·93	XLVIII	
3·85	1·89	1·57	1·73	1·99	1·79	2·77	2·68	2·24	2·32	2·26	1·91	1·96	1·64	1·70	1·62	XLIX	
Bengal State railway (standard gauge).						1·55	1·81	1·69	1·69	1·60	Included with the Eastern Bengal State railway (standard gauge).					L	
1·40	1·17	1·67	1·22	1·21	1·48	1·87	2·06	1·49	1·57	1·71	1·27	1·40	0·91	0·99	1·18	LVI	
																LXXII	
5·54	1·36	1·35	1·19	1·17	1·28	2·19	1·21	1·09	0·97	1·03	1·82	0·87	0·73	0·63	0·75		
3·27	1·32	1·29	1·14	1·03	0·74	2·57	1·20	1·03	0·87	0·62	2·22	0·85	0·67	0·55	0·44		
(a) 4·31	1·39	2·03	1·72	1·42	(a) 1·71	1·47	1·45	1·65	1·76	1·86	0·98	0·95	1·21	1·30	(a) 1·26	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXPEN STEAM-		
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.
	STANDARD GAUGE.													
I	East Indian	5·82	6·20	6·13	6·44	6·45 (a)	3·29	3·37	3·18	3·14	3·14 (a)	1,19,479	1,65,329	1,50,511
II	Bengal Central	13·76	12·60	11·74	13·81	12·69	12·35	11·90	10·26	12·96	12·66	...	...	...
III	Bengal-Nágpur	8·55	9·24	9·81	9·55	8·53	9·60	9·23	8·95	8·49	8·09	...	...	...
IV	Indian Midland	10·01	8·66	8·34	8·01	7·75 (a)	10·22	8·79	8·03	7·39	6·88 (a)	...	...	...
XI	North Western State	7·76	9·00	8·55	7·85	8·48 (a)	3·46	4·03	3·84	3·52	3·89 (a)	75,958	50,358	44,525
XIII	Oudh and Rohilkhand State.	7·94	9·18	9·92	9·11	9·08 (b)	4·07	4·93	4·90	4·42	4·23 (b)	...	...	...
XIV	Eastern Bengal State	9·94	10·35	11·23	12·64	12·69	3·48	3·47	4·05	4·28	4·29	1,83,392	31,956	1,19,137
XVI	East Coast State	13·38	12·92	13·06	14·22	12·60	8·77	8·86	10·36	11·79	9·31	1,11,219	1,21,817	1,04,454
XVII	Great Indian Peninsula	8·79	8·56	10·53	8·67	8·68 (a)	4·05	3·82	4·78	3·80	3·62 (a)	...	...	...
XVIII	Bombay, Baroda and Central India.	5·68	6·32	7·06	6·60	6·04	3·17	3·49	4·01	3·38	3·02	...	...	...
XIX	Madras	7·54	8·08	7·36	8·09	8·22	5·12	5·29	4·95	5·21	5·46	...	...	...
XXXI	The Nizam's Guaranteed State.	7·48	7·70	7·17	6·65	6·37 (a)	9·11	8·86	7·76	6·55	6·10 (a)	...	...	...
	METRE GAUGE.													
XXXIX	Bengal and North-Western—													
	Tirhoot section	8·75	8·69	8·96	8·61	8·14	8·02	7·40	7·12	6·21	6·32	2,09,752	1,98,162	2,21,525
	Company's section													
XLI	Rajputana-Malwa	6·62	7·66	8·42	4·34	6·56	5·00	5·75	6·09	5·36	4·57	...	...	...
XLIII	Southern Mahratta	10·00	10·09	9·81	11·81	11·38 (a)	9·20	8·92	9·16	12·52	10·74 (a)	...	...	...
XLVI	South Indian	8·26	8·81	9·27	9·74	9·06	7·13	7·11	6·75	7·29	7·16	...	...	...
XLVIII	Assam-Bengal	22·22	18·24	17·38	12·87	13·18	24·64	21·82	25·11	17·38	20·48	...	...	...
XLIX	Burma	10·70	11·00	10·34	10·93	10·62	6·15	6·71	7·01	7·63	7·80	62,036	83,390	41,312
L	Eastern Bengal State—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	8·75	8·62	9·20	9·80	9·86	4·59	4·43	4·82	4·43	4·68	3,42,727	3,76,178	3,23,319
	Dacca section													
LVI	Rohilkund and Kumaon (Company's section).	11·18	10·33	11·01	9·45	8·74	12·50	12·54	11·48	9·74	8·67	...	...	...
LXXII	Jodhpur-Bikaner—													
	Jodhpur section	6·05	5·45	5·89	5·10	4·07	3·57	3·14	3·20	3·15	2·71	...	...	...
	Bikaner section	8·40	7·27	8·24	7·68	6·95	4·65	3·86	4·17	3·72	3·05	...	...	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	10·15	9·71	11·11	11·40	10·61	9·38	9·34	9·60	10·45	8·80	...	...	...

B—*continued.*

principal railways during the years 1895-1899—continued.

DITURE—*concluded.*

BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEASED LINES BUT INCLUDING CONTRIBUTION TO PROVIDENT FUND) PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Classification Number.	REMARKS.
1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.		
1,47,472	1,79,642	2·36	1·87	2·23	3·27	(a) 2·52	1,76,73,006	1,80,80,741	1,82,39,840	1,99,15,991	(a) 2,14,37,564	I	(a) Including branch lines worked, but excluding charges incurred direct by the States in the cases of the Indian Midland, Great Indian Peninsula and Nizam's Guaranteed State railways. (b) Including the Cawnpore-Burhwal (metre gauge link).
...	...	2·24	4·61	7·69	5·91	4·03	5,48,582	5,86,534	6,48,513	6,56,650	6,97,876	II	
...	...	1·95	2·45	2·21	1·71	1·78	33,33,297	34,40,656	32,20,750	35,15,339	43,51,645	III	
...	...	5·55	5·22	4·99	3·99	(a) 3·54	31,79,429	33,88,464	36,09,698	37,46,948	(a) 45,12,437	IV	
40,768	47,230	1·07	1·22	1·19	1·13	(a) 1·46	1,96,00,048	1,81,95,951	1,84,89,843	2,03,19,542	2,03,90,341	XI	
...	...	1·43	1·21	2·46	2·61	(b) 2·47	50,38,932	43,46,169	48,19,077	45,43,871	(b) 50,62,395	XIII	
26,454	47,104	1·84	4·68	6·00	2·78	2·31	30,91,134	34,94,009	41,53,270	36,34,130	44,63,081	XIV	
84,206	59,193	1·36	1·30	0·94	1·10	1·63	15,75,966	18,75,718	19,88,318	21,15,285	28,26,932	XVI	
...	...	1·65	1·61	1·60	2·42	(a) 2·49	1,84,87,539	1,84,65,125	1,86,39,901	2,03,04,728	(a) 1,95,24,310	XVII	
...	...	1·87	1·47	1·38	2·03	1·62	66,16,004	73,03,070	77,91,151	71,20,521	81,74,651	XVIII	
...	...	0·95	0·78	0·90	0·81	1·30	53,39,193	54,94,960	54,63,125	52,18,578	55,28,848	XIX	
...	...	1·08	0·75	1·33	1·99	(a) 1·41	17,39,039	16,56,592	17,57,576	17,06,703	(a) 17,36,962	XXXI	
2,51,368	2,43,596	2·19	2·28	2·63	2·25	4·53	24,02,854	25,44,821	26,24,173	28,08,558	36,25,976	XXXIX	
...	...	0·67	0·74	0·90	0·71	1·11	94,45,319	87,49,250	86,09,937	89,90,766	1,04,42,608	XLI	
...	...	1·06	1·14	1·18	2·09	(a) 2·13	52,97,126	51,94,203	53,65,638	50,31,208	(a) 51,42,909	XLIII	
...	...	0·69	0·87	0·82	1·08	1·20	50,03,651	49,10,208	48,66,690	46,15,232	44,41,241	XLVI	
...	652	0·01	1·27	1·35	1·01	1·12	2,22,473	5,85,547	9,18,426	12,53,572	12,96,943	XLVIII	
56,907	70,544	1·15	1·14	1·04	1·10	1·14	40,08,706	46,22,808	47,93,729	52,02,929	52,47,318	XLIX	
3,38,645	3,34,148	0·93	1·44	1·55	1·40	1·72	24,44,131	25,85,376	25,41,970	27,48,684	28,48,272	L	
...	...	7·13	9·08	8·72	7·76	6·92	7,62,775	7,96,375	7,42,997	7,75,411	8,70,408	LVI	
...	...	0·58	1·64	1·46	2·13	4·08	4,05,492	4,26,192	3,77,859	4,91,770	7,42,252	LXXII	
...	...	0·19	1·47	1·23	1·49	2·67	41,442	45,345	51,506	59,856	79,195		
...	...	1·40	1·48	1·44	1·41	1·59	11,31,002	9,91,604	10,02,560	9,88,875	9,26,548	LXXIV	

Statement showing the general results of working of the

RESULTS EXCLUSIVE OF

Classification Number.	RAILWAY.	GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.
	STANDARD GAUGE.															
I	East Indian	4·85	4·63	4·59	4·41	4·40 (a)	1·52	1·49	1·37	1·42	1·45 (a)	3·33	3·14	3·22	2·99	2·95 (a)
II	Bengal Central	2·92	2·86	2·80	2·72	2·78	1·69	1·80	1·60	1·74	1·70	1·23	1·06	1·20	0·98	1·08
III	Bengal-Nágpur	4·38	4·05	3·45	3·53	3·90	2·12	2·19	1·79	1·80	1·87	2·26	1·86	1·66	1·72	2·03
IV	Indian Midland	3·54	3·64	3·67	3·57	3·50 (a)	2·25	2·11	2·05	1·97	1·98 (a)	1·29	1·53	1·62	1·60	1·51 (a)
XI	North Western State	3·79	3·62	3·72	3·76	3·65 (a)	2·02	2·15	2·03	1·91	1·99 (a)	1·77	1·47	1·69	1·85	1·66 (a)
XIII	Oudh and Rohilkhand State	3·45	3·57	3·71	3·46	3·50	1·69	1·78	2·10	1·65	1·61	1·76	1·79	1·61	1·81	1·89
XIV	Eastern Bengal State	4·85	4·82	4·39	4·42	4·50	1·68	1·90	1·99	1·84	2·20	3·17	2·92	2·40	2·58	2·30
XVI	East Coast State	2·58	2·64	2·80	2·89	2·86	2·03	1·96	1·85	2·17	1·85	0·55	0·68	0·95	0·72	1·01
XVII	Great Indian Peninsula	3·86	3·82	3·13	3·69	3·79 (a)	2·11	2·05	2·04	2·26	2·07 (a)	1·75	1·77	1·09	1·49	1·72 (a)
XVIII	Bombay, Baroda and Central India.	6·72	6·57	5·86	6·49	6·26	2·53	2·96	3·20	2·91	2·93	4·19	3·61	2·66	3·58	3·33
XIX	Madras	4·41	4·39	4·44	4·23	3·99	2·10	2·22	2·12	2·06	2·09	2·31	2·17	2·32	2·17	1·90
XXXI	The Nizam's Guaranteed State.	4·49	4·45	4·15	4·30	4·64 (a)	2·29	2·13	1·93	1·90	1·82 (a)	2·20	2·32	2·22	2·40	2·82 (a)
	METRE GAUGE.															
XXXIX	Bengal and North-Western—															
	Tirhoot section	3·01	2·97	2·66	2·62	2·54	1·26	1·31	1·01	1·07	1·20	1·75	1·66	1·65	1·56	1·34
	Company's section															
XLI	Rajputana-Malwa	3·73	3·74	3·68	3·67	3·93	1·50	1·66	1·72	1·57	1·65	2·23	2·08	1·96	2·10	2·28
XLII	Southern Mahratta	2·64	2·47	2·28	2·65	2·63 (a)	1·58	1·40	1·30	1·86	1·78 (a)	1·06	1·07	0·98	0·79	0·85 (a)
XLVI	South Indian	2·68	2·66	2·62	2·53	2·61	1·50	1·46	1·39	1·38	1·37	1·18	1·20	1·23	1·15	1·24
XLVII	Assam-Bengal	1·34	2·34	2·48	2·82	2·65	1·39	2·21	2·30	2·70	2·12	—0·05	0·13	0·18	0·12	0·53
XLIX	Burma	3·34	3·06	3·08	3·03	2·99	1·97	1·83	1·69	1·74	1·76	1·37	1·23	1·39	1·28	1·23
L	Eastern Bengal State—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	3·29	3·38	3·22	3·18	3·18	1·26	1·29	1·34	1·37	1·33	2·03	2·09	1·88	1·80	1·85
	Dacca section															
LVI	Rohilkund and Kumaon (Company's section)	2·64	2·72	2·65	2·95	3·00	1·64	1·73	1·58	1·52	1·50	1·00	0·99	1·07	1·43	1·50
LXXII	Jodhpur-Bikaner—															
	Jodhpur section	3·29	3·61	3·38	3·47	3·85	1·37	1·32	1·14	1·40	1·50	1·92	2·29	2·24	2·07	2·35
	Bikaner section	2·70	3·36	2·37	2·38	2·21	1·29	1·26	1·04	1·04	0·90	1·41	2·10	1·33	1·35	1·34
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	3·50	3·59	3·36	3·37	3·57	2·03	1·80	1·85	1·96	1·79	1·47	1·79	1·51	1·41	1·78

B—*continued.*

principal railways during the years 1895-1899—continued.

STEAM-BOAT SERVICE. Average gross earnings, per mean mile worked per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat, but excluding suspense—Rupees.					Classification Number.	Remarks.
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.		
563	557	606	614	(a) 636	38,91,42,569	39,20,49,543	39,68,13,553	40,45,76,754	(a) & (b) 43,01,34,671	I	
146	144	175	158	158	1,00,96,721	1,01,65,840	1,14,10,112	1,20,61,688	1,23,31,929	II	(a) Including branch line worked.
153	142	138	143	152	9,59,72,969	9,71,96,278	9,75,83,884	11,78,65,336	14,73,52,392	III	(b) Including ₹12,85,025 on account of interest on capital during construction.
117	119	131	134	(a) 139	10,52,69,332	10,62,22,667	10,71,57,074	11,29,08,283	(a) 12,47,82,195	IV	
267	214	215	225	(a) 205	42,46,27,139	46,37,55,633	48,99,06,146	50,12,84,222	(a) 52,23,01,672	XI	(c) Including the Cawnpore-Burhwal (metre gauge link).
248	209	187	190	(c) 211	10,21,25,180	10,27,69,446	10,55,54,415	11,46,44,814	(e) 11,62,40,710	XIII	(d) Including the State outlay on the Pátri branch (₹8,08,405).
649	676	678	645	650	5,88,60,111	6,10,84,868	6,46,77,563	6,57,45,148	6,79,16,167	XIV	
90	94	100	95	104	4,44,94,250	5,27,63,247	5,59,07,179	7,20,55,402	8,05,49,392	XVI	(e) Including ₹23,86,761 on account of interest on capital during construction.
436	444	367	450	(a) 462	29,18,77,166	29,26,05,041	29,29,55,207	29,34,69,563	(a) 29,40,93,733	XVII	(g) Including ₹41,029 on account of interest on capital during construction.
732	676	595	662	729	9,81,81,804	10,06,62,406	10,35,28,164	10,55,34,901	(d) 11,05,89,837	XVIII	
257	249	263	246	241	11,81,25,872	11,86,28,231	11,91,64,446	11,95,62,675	12,02,19,104	XIX	
185	187	205	221	(a) 240	4,12,06,123	4,15,10,112	4,18,73,581	4,20,18,722	(a) 4,23,95,647	XXXI	
133	134	128	129	132	2,53,21,347 2,86,22,717	2,55,63,264 2,87,61,784	2,57,76,136 3,00,99,424	2,66,13,613 3,90,23,870	2,73,87,245 (e) 4,87,31,427	XXXIX	
269	227	212	241	285	12,77,45,036	12,84,50,702	12,87,20,729	12,95,71,818	13,04,51,310	XLI	
109	113	116	89	(a) 94	11,99,29,774	12,03,84,404	12,11,03,165	12,22,48,623	(a) 12,51,15,888	XLIII	
165	165	169	156	159	7,39,64,242	7,40,91,954	7,42,48,486	7,21,86,970	7,27,83,836	XLVI	
64	70	63	86	75	93,38,954	2,38,45,322	3,36,22,400	4,18,73,324	5,09,62,000	XLVIII	
169	167	188	184	179	7,17,83,898	7,56,51,511	7,63,23,023	7,70,27,788	8,54,82,230	XLIX	
187	197	183	206	205	4,67,08,500	4,68,88,112	4,76,56,136	4,83,69,220	4,96,05,652	L	
84	86	86	104	119	1,05,61,875	1,08,19,634	1,09,87,531	1,13,08,785	(g) 1,14,32,272	LVI	
58	70	67	73	102	64,06,374	64,55,244	64,62,678	70,70,341	81,48,213	LXXII	
38	53	52	39	37	9,70,535	9,73,294	9,73,473	18,98,798	20,14,734		
113	114	105	73	107	1,72,31,178	1,73,09,863	1,73,63,263	1,75,34,827	1,75,92,037	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	NET EARNINGS—RUPEES.				
		1895.	1896.	1897.	1898.	1899.
	STANDARD GAUGE.					
I	East Indian	3,82,31,995	3,76,21,482	4,24,74,148	4,18,01,638	(a) 4,37,69,876
II	Bengal Central	3,98,809	3,46,732	4,89,686	3,68,007	4,41,812
III	Bengal-Nágpur	35,41,443	29,27,869	29,79,559	33,63,854	47,21,814
IV	Indian Midland	18,23,669	24,48,794	28,38,159	30,36,193	(a) 34,71,324
XI	North Western State	1,71,05,375	1,24,31,128	1,54,44,839	1,96,52,591	(a) 1,71,69,807
XIII	Oudh and Rohilkhand State	52,55,947	43,50,907	36,96,778	53,07,727	(b) 60,76,595
XIV	Eastern Bengal State	55,01,903	52,99,143	47,82,119	50,47,154	45,89,440
XVI	East Coast State	3,29,185	5,29,705	8,68,970	6,51,393	15,15,082
XVII	Great Indian Peninsula	1,53,02,654	1,59,54,504	97,92,501	1,45,72,768	(a) 1,62,85,120
XVIII	Bombay, Baroda and Central India	1,09,37,063	89,00,862	64,70,142	87,42,205	92,90,394
XIX	Madras	58,69,214	53,85,291	60,02,189	55,01,905	50,16,223
XXXI	The Nizam's Guaranteed State	16,72,269	18,01,252	20,19,578	23,69,970	(a) 26,85,411
	METRE GAUGE.					
XXXIX	Bengal and North-Western—					
	Tirhoot section	32,57,825	32,42,246	33,69,653	36,67,472	41,43,693
	Company's section					
XLI	Rajputana-Malwa	1,39,95,262	1,09,76,727	98,64,421	1,19,99,627	1,43,87,737
XLIII	Southern Mahratta	35,40,902	39,68,777	40,42,622	21,39,061	(a) 24,44,561
XLVI	South Indian	39,11,296	40,35,373	43,14,719	38,52,349	40,33,220
XLVIII	Assam-Bengal	—8,047	33,239	72,214	54,552	3,22,704
XLIX	Burma	27,02,356	29,85,751	38,82,675	37,88,523	35,78,407
L	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	34,72,571	37,03,143	32,84,874	32,87,912	37,11,643
	Dacca section					
LVI	Rohilkund and Kumaon (Company's section)	4,67,663	4,58,129	5,08,095	7,20,985	8,67,375
LXXII	Jodhpur-Bikaner—					
	Jodhpur section	5,69,246	7,38,273	7,44,799	7,30,957	11,66,845
	Bikaner section	45,096	75,382	65,504	27,617	1,04,344
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	21,219	9,89,272	8,19,080	7,09,780	9,26,935

B—*concluded.*

principal railways during the years 1895-1899—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Classification Number.	Remarks.
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.		
31·61	32·46	30·04	32·27	(a) 33·18	9·82	9·60	10·70	10·33	(a) 10·18	I	(a) Including branch lines worked. (b) Including the Cawnpore-Burhwal (metre gauge link). (c) Based on outlay excluding expenditure on quarry and dock estates lines.
57·90	62·85	56·98	64·08	61·23	3·95	3·41	4·29	3·05	3·58	II	
48·48	54·03	51·94	51·10	47·96	3·69	3·01	3·05	2·85	3·20	III	
63·55	58·05	55·98	55·24	(a) 56·52	1·73	2·30	2·85	2·69	(a) 2·78	IV	
53·40	59·41	54·49	50·83	(a) 54·28	4·03	2·68	3·15	3·92	(a) 3·29	XI	
48·95	49·97	56·59	46·12	(b) 45·45	5·15	4·23	3·50	4·63	(b) 5·23	XIII	
35·97	39·74	46·48	41·86	49·30	9·35	8·67	7·39	7·68	6·76	XIV	
82·71	77·98	69·59	76·46	65·11	0·74	1·00	1·58	0·90	1·89	XVI	
54·71	53·65	65·56	58·22	(a) 54·52	5·24	5·45	3·34	4·97	(a) 5·54	XVII	
33·69	45·07	54·63	44·89	46·81	11·14	8·84	6·25	2·28	8·40	XVIII	
47·64	50·50	47·65	48·68	52·43	4·97	4·54	5·04	4·60	4·17	XIX	
50·98	47·91	46·53	41·86	(a) 39·28	4·06	4·34	4·82	5·64	(a) 6·34	XXXI	
42·45	43·97	43·78	43·37	46·67	6·04	5·97	6·03	5·59	5·44	XXXIX	
40·29	44·35	46·60	42·83	42·06	10·96	8·55	7·66	9·26	11·03	XLI	
59·94	56·69	57·03	70·17	(a) 67·78	2·95	3·30	3·34	1·75	(a) 1·95	XLIII	
56·13	54·89	53·00	54·50	52·41	5·29	5·45	5·81	5·34	5·54	XLVI	
103·25	94·63	92·71	95·83	80·08	...	0·14	0·21	0·13	0·63	XLVIII	
59·73	60·76	55·25	57·87	59·45	3·76	3·95	5·09	4·92	4·19	XLIX	
41·31	41·11	43·63	45·53	43·42	7·43	7·90	6·89	6·80	7·48	L	
61·99	63·16	59·39	51·82	50·09	4·43	4·23	4·62	6·38	7·59	LVI	
41·60	36·60	33·66	40·22	38·88	8·89	11·44	11·52	10·34	14·32	LXXII	
42·89	37·56	44·02	43·54	46·22	4·65	7·75	6·73	4·09	5·18		
57·93	50·06	55·04	58·22	49·99	4·77	5·72	4·72	4·05	(c) 5·27	LXXIV	

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	STANDARD GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
I	East Indian	1,710·67	1,747·28	33·65	39,99,15,424	2,33,777	6,33,12,934	2,07,08,240	4,26,04,694	15·83	5·17	10·66	697	32·71
II	Bengal Central	125·01	138·89	16·31	1,23,31,929	98,648	11,39,688	6,97,876	4,41,812	9·24	5·66	3·58	158	61·23
III	Bengal-Nágpur	1,190·16	1,150·99	8·57	14,73,52,392	1,23,809	90,73,459	43,51,645	47,21,814	6·16	2·95	3·21	152	47·96
IV	Indian Midland	796·25	818·68	10·63	9,98,34,287	1,25,381	64,77,226	36,94,276	27,82,950	6·49	3·70	2·79	152	57·03
V	Bhopal-Itársi (British section)	13·11	13·11	17·23	23,61,938	1,80,163	2,09,611	1,25,531	84,080	8·87	5·31	3·56	307	59·89
VI	Godhra-Rutlam-Nágdá	141·14	141·14	5·73	1,76,96,520	1,25,383	12,64,196	7,37,558	5,26,638	7·14	4·17	2·97	172	58·34
VII	Wardha Coal	44·88	(a)	23·66	49,96,325	1,11,326	(b)83,850	(c)1,350	82,500	...	...	1·65	...	...
VIII	Dhond-Manmád	145·44	(a)	21·74	1,15,32,042	79,291	(b)3,11,859	(c)12,304	2,99,555	...	...	2·60	...	...
IX	Bezwada extension (East Coast State)	20·58	(d)	10·89	15,02,651	73,015	(b)1,84,365	...	1,84,365	...	...	12·27	...	...
	Washermenpet-Ennúr section (Bezwada-Madras) (e)	8·45	8·45	3·86	3,98,565	70,836	50,233	28,021	22,212	8·39	4·68	3·71	114	55·78
	State lines worked by the State.													
XI	North Western	(f) 2,944·80	(g) 2,910·30	17·88	48,58,10,154	1,64,972	3,51,70,755	1,90,85,306	1,60,84,849	7·24	3·93	3·31	232	54·27
XII	Hyderabad-Shadipalli	58·91	58·91	7·37	18,12,837	30,773	2,25,242	1,36,779	88,463	12·42	7·54	4·88	74	60·73
XIII	Oudh and Rohilkhand (h)	1,030·36	1,030·36	17·82	11,62,40,709	1,12,816	1,11,38,990	50,62,395	60,76,595	9·58	4·35	5·23	208	45·45
XIV	Eastern Bengal	267·79	267·25	28·03	6,62,95,603	2,47,566	90,26,042	44,15,977	46,10,065	13·61	6·66	6·95	649	48·91
XV	Calcutta Port Commissioners'	8·53	8·53	18·09	71,28,712	8,35,722	4,46,548	2,54,091	1,92,457	6·26	3·56	2·70	1,007	56·90
XVI	East Coast (i)	(j) 805·91	(k) 786·69	4·22	8,00,63,314	99,345	42,67,913	27,67,739	15,00,174	5·33	3·46	1·87	104	64·85
	Lines worked by guaranteed companies.													
XVII	Great Indian Peninsula	1,288·01	(l) 1,491·31	35·33	27,65,95,104	2,14,746	3,58,09,430	1,99,67,969	1,58,41,461	12·95	7·22	5·73	462	55·76
XVIII	Bombay, Baroda and Central India	460·90	460·90	33·34	11,05,89,837	2,39,943	1,74,65,046	81,74,651	92,90,395	15·79	7·39	8·40	729	46·81
XIX	Madras	843·39	843·39	35·53	12,02,19,104	1,42,543	1,05,45,071	55,28,848	50,16,223	8·77	4·60	4·17	240	52·43
	Carried over	11,904·29	11,876·18	...	1,96,28,77,447	...	20,62,01,858	9,57,50,556	11,04,51,302	...	...	...	...	...

(a) Included with the Great Indian Peninsula railway.
(b) Represents the amount received as rent for the lease of this line.
(c) Expenditure incurred direct by the State.
(d) Included with the Nizam's Guaranteed State railway.
(e) The figures against this line are for the first six months of the year only, after which the working was transferred to the East Coast State Railway.
(f) Including 5·63 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.
(g) Including 13 miles of the East Indian railway and 2·20 miles of the Delhi-Umbalia-Kalka railway worked over, but excluding 5·63 miles used for military traffic only,—*vide* remark (*f*).
(h) Including the Cawnpore-Burhwal railway (metre gauge link).
(i) Including the Washermenpet-Ennúr section of Bezwada-Madras Railway from the 1st July 1899.
(j) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge).
(k) Including 2·66 miles (laid on the mixed gauge), but excluding 0·33 mile (metre gauge).
(l) Including the mileage of the branch lines worked by the Company.

DIX C.

of working of Indian railways for the year 1899.

suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings
	STANDARD GAUGE —*concluded.*	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	Brought forward .	11,904·29	11,876·18	...	1,96,28,77,447	...	20,62,01,858	9,57,50,556	11,04,51,302	...	...	...	...	...
	Assisted companies.													
XX	Delhi-Umballa-Kalka	162·24	162·24	8·80	(a) 1,54,47,600	95,214	14,49,378	6,95,702	7,53,676	9·38	4·50	4·88	172	48·00
XXI	Tarkessur . . .	22·23	22·23	15·00	17,84,166	80,259	3,08,959	1,56,267	1,52,692	17·31	8·76	8·55	267	50·58
XXII	South Behar (Luckeeserai-Gya) (b) .	78·76	38·65	0·49	(c) 1,17,50,134	1,49,189	2,03,328	71,165	1,32,163	1·73	0·61	1·12	202	35·00
XXIII	Southern Punjab (Delhi-Samásata) .	423·18	418·95	2·86	(d) 2,26,02,987	53,412	13,82,094	7,18,689	6,63,405	6·11	3·18	2·93	63	52·00
XXV	Tápti Valley . .	138·88	65·95	0·73	1,06,17,653	76,452	2,42,592	1,14,989	1,27,603	2·29	1·08	1·21	71	47·40
	Lines owned by native states and worked by companies.													
XXVI	Khámgaon . . .	7·55	(e)	29·83	5,22,150	69,156	(f) 14,851	...	14,851	...	...	2·84	...	...
XXVII	Amráoti . . .	5·44	(e)	28·87	4,48,111	82,374	(f) 33,099	(g) 885	32,214	...	...	7·19	...	...
XXVIII	Bina-Goona-Bárán .	145·21	118·22	2·79	99,31,680	68,396	2,67,359	1,41,251	1,26,108	2·69	1·42	1·27	43	52·83
XXIX	Bhopal-Ujjain . .	113·27	113·27	5·01	76,54,290	67,576	5,82,341	3,04,430	2,77,911	7·61	3·97	3·64	99	52·28
XXX	Bhopal-Itársi (Native State section) . .	44·28	44·28	15·06	50,00,000	1,12,918	4,47,225	2,67,781	1,79,444	8·94	5·36	3·58	194	59·88
XXXI	The Nizám's Guaranteed State . .	(h) 332·32	(i) 354·70	17·02	4,08,92,996	1,23,054	44,22,373	19,21,327	25,01,046	10·81	4·70	6·11	240	43·45
XXXII	Nágdá-Ujjain . .	34·32	34·32	3·47	22,34,346	65,103	1,47,176	69,444	77,732	6·59	3·11	3·48	83	47·18
XXXIII	The Gaekwar's Petlád	13·35	13·35	9·66	7,40,704	55,483	70,667	31,355	39,312	9·54	4·23	5·31	102	44·37
XXXIV	Kolar Gold-fields .	10·00	10·00	5·59	7,48,646	74,865	1,77,667	1,20,840	56,827	23·73	16·14	7·59	342	68·01
	Lines owned by native states and worked by state railway agency.													
XXXVI	Rájpura-Bhátinda .	107·05	107·22	11·01	67,05,785	62,642	6,79,520	3,73,736	3,05,784	10·13	5·57	4·56	122	55·00
XXXVII	Jammu and Kashmir (Native State section)	15·92	15·92	9·80	9,60,820	60,353	51,533	28,601	22,932	5·36	2·98	2·38	62	55·50
	TOTAL AND AVERAGE .	13,558·29	13,395·48	19·91	2,10,09,19,515	1,54,955	21,66,82,020	10,07,67,018	11,59,15,002	10·31	4·80	5·51	311	46·50

(a) Including interest on capital during construction (₹5,76,918).
(b) Opened for traffic on the 5th July 1899.
(c) Including interest on capital during construction (₹7,08,107).
(d) Including interest on capital during construction (₹9,92,829).
(e) Included with the Great Indian Peninsula railway.
(f) Represents the amount received as rent for the lease of this line.
(g) Expenditure incurred direct by the State.
(h) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(i) Including the Bezwada extension of the East Coast State railway, and 3·10 miles of the home line worked over twice by each train, also 0·89 mile of the East Coast State Railway worked over, but excluding 2·19 miles used for military traffic only.

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost.			Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earning.
										Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.		
	METRE GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
XXXIX	Bengal and North-Western—													
	Tirhoot section .	341·80	341·80	15·87	2,68,42,150	78,532	71,88,315	33,82,380	38,05,935	9·78	4·60	5·18	131	47·06
	Company's section .	743·00	711·53	8·66	4,66,45,783 (a)	62,780								
XL	Lucknow-Bareilly section (Rohilkund and Kumaon) . .	231·17	214·85	11·12	92,92,292 (b)	40,197	12,72,160	6,38,804	6,33,356	13·69	6·87	6·82	114	50·21
XLI	Rajputana-Malwa . .	1,672·47	1,673·20	20·31	13,04,31,330	77,999	2,48,30,345	1,04,42,608	1,43,87,737	19·03	8·00	11·03	285	42·06
XLII	Pálanpur-Deesa . .	17·28	17·28	6·15	4,18,264	24,203	44,628	18,908	25,720	10·67	4·52	6·15	50	42·37
XLIII	Southern Mahratta .	1,042·04	1,045·04	13·42	9,65,49,979	92,656	58,70,616	39,75,614	18,95,002	6·08	4·12	1·96	108	67·73
XLIV	Guntakal-Mysore frontier	119·50	119·50	7·13	58,98,608	49,361	3,84,829	2,56,370	1,28,459	6·52	4·35	2·17	62	66·62
XLV	Mysore section (Southern Mahratta) . .	296·00	296·00	13·78	153,03,132	51,700	10,60,470	7,31,437	3,29,033	6·93	4·78	2·15	69	68·97
XLVI	South Indian . .	1,030·53	1,023·74	20·24	7,27,88,306	70,632	84,74,461	44,41,241	40,33,220	11·64	6·10	5·54	159	52·41
XLVII	Máyávaram-Mutupet .	53·99	53·99	5·50	24,97,355	46,256	2,42,061	1,45,263	96,798	9·69	5·82	3·87	86	60·02
XLVIII	Assam-Bengal . .	434·66	413·46	3·61	5,09,62,000	1,17,246	16,19,495	12,96,291	3,23,204	3·20	2·54	0·66	75	80·08
XLIX	Burma . . .	993·34	943·65	11·06	8,47,89,913	85,358	87,98,770	51,76,774	36,21,996	10·38	6·11	4·27	179	58·84
	State lines worked by the State.													
L	Eastern Bengal—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	478·47	16·76	4,13,68,831	86,461	54,27,235	21,87,825	32,39,410	13·12	5·29	7·83	218	40·31
	Dacca section . .	85·92	85·92	14·48	71,8:,786	83,587	5,84,914	3,26,299	2,58,615	8·14	4·54	3·60	131	55·78
	Assisted companies.													
LIII	Deoghur . . .	4·79	4·79	16·88	2,86,180	59,745	33,262	26,585	6,677	11·62	9·25	2·33	134	79·92
LIV	Brahmaputra-Sultanpur (c)	24·50	18·46	0·75	8,00,995	32,694	36,300	16,336	19,964	4·53	2·04	2·49	38	45·00
LV	Mymensingh-Jamálpur-Jagannathganj .	53·37	37·02	1·32	15,73,456	29,482	66,500	29,925	36,575	4·23	1·90	2·33	35	45·00
LVI	Rohilkund and Kumaon (Company's section) .	53·92	65·92	15·25	21,39,980	39,688	4,65,623	2,31,604	2,34,019	21·76	10·82	10·94	136	49·74
LVII	Segowlie Raxaul (d) .	18·09	9·17	0·51	(e) 10,30,589	56,970	14,206	5,682	8,524	1·38	0·55	0·83	30	40·00
LVIII	Bengal Dooars . .	36·40	36·40	6·74	(f) 24,72,502	67,926	2,60,046	1,17,174	1,42,872	10·52	4·74	5·78	137	45·06
	Carried over .	7,731·24	7,590·19	...	59,92,93,411	...	6,66,74,236	3,31,47,120	3,35,27,116	...		...	...	...

(a) Including interest on capital during construction (₹23,86,761).
(b) Including interest on capital during construction (₹41,029).
(c) Opened for traffic on the 1st April 1899.
(d) Opened for traffic on the 1st March 1899.
(e) Including interest on capital during construction (₹10,743).
(f) Including interest on capital during construction (₹37,877).

DIX C.—*contd.*

of working of Indian railways for the year 1899.

suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	METRE GAUGE—*concluded.*	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	Brought forward .	7,731·24	7,590·19	...	59,97,93,411	...	6,66,74,236	3,34,47,120	3,32,27,116	...	...	...	...	...
LIX	Dibru-Sadiya . .	77·50	77·50	15·99	72,85,349	94,005	8,59,414	4,09,726	4,49,688	11·80	5·62	6·18	213	47·68
LX	Ledo and Tikak-Margherita Colliery . .	7·50	7·50	3·33	12,83,416	1,71,122	63,084	41,031	22,053	4·92	3·20	1·72	162	65·04
LXI	Ahmedabad-Parántij .	54·59	54·59	2·53	19,32,206	35,395	2,10,634	88,947	1,21,687	10·90	4·60	6·30	24	42·23
LXII	Nilgiri (*a*) . . .	16·90	9·26	0·55	47,87,869	2,83,306	84,449	64,240	20,209	1·76	1·34	0·42	175	76·06
	{Lines owned by native states and worked by companies.													
LXIII	The Gaekwar's Mehsána	92·63	92·63	9·82	32,83,612	35,449	3,76,160	1,59,507	2,16,653	11·46	4·86	6·60	79	42·40
LXIV	Hyderabad Gódávari Valley (*b*)	154·32	24·64	0·16	25,80,623	49,154	63,381	26,504	36,877	0·84	0·35	0·49	48	41·82
LXV	Kolhápur . . .	29·07	29·07	8·70	23,24,807	79,938	99,196	65,209	33,987	4·27	2·80	1·47	58	65·74
LXVI	Yesvantpur-Mysore frontier	51·35	51·35	6·59	24,03,073	46,798	1,49,363	98,835	50,528	6·22	4·11	2·11	56	66·17
LXVII	Mysore-Nanjangúd .	15·80	15·51	7·82	6,21,853	39,358	16,811	11,138	5,673	2·70	1·79	0·91	21	66·25
LXVIII	Birur-Shimoga (*c*) .	38·50	3·27	0·08	20,14,436	52,323	6,186	4,305	1,881	0·31	0·21	0·10	36	69·59
	Lines owned and worked by native states.													
LXXII	Jodhpur-Bikaner—													
	Jodhpur section .	380·50	357·82	8·74	81,48,213	21,414	19,09,097	7,42,252	11,66,845	23·43	9·11	14·32	102	38·88
	Bikaner section .	95·00	90·36	4·44	20,14,734	21,208	1,74,539	70,195	1,04,344	8·66	3·48	5·18	37	40·22
LXXIII	Udaipur-Chitor .	67·30	63·10	4·58	19,34,912	28,751	2,10,540	1,05,711	1,04,829	10·88	5·46	5·42	62	50·21
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar . .	333·84	333·84	15·41	1,75,92,036	(*d*) 53,476	18,53,483	9,26,548	9,26,935	10·54	5·27	5·27	107	49·99
LXXV	Jetalsar-Rájkot . .	46·23	46·23	6·72	15,83,208	34,246	1,98,927	1,20,202	78,725	12·56	7·59	4·97	83	60·43
LXXVI	Jámnagar . . .	54·28	54·28	2·73	22,97,377	(*e*) 45,683	1,26,323	74,783	51,540	5·50	3·26	2·24	45	59·20
LXXVII	Dhrangadrá . .	20·83	20·83	1·91	5,64,088	27,081	63,875	42,897	20,978	11·32	7·60	3·72	59	67·16
	Total and average .	9,267·29	8,921·97	13·44	66,69,45,223	(*f*) 72,037	7,31,39,698	3,64,99,150	3,66,40,548	10·97	5·47	5·50	158	49·90

(*a*) Opened for traffic on the 15th June 1899.
(*b*) Opened for traffic on the 21st October 1899.
(*c*) Opened for traffic on the 1st December 1899.
(*d*) Calculated on the mileage of the home line, *viz.*, 328·97 miles.
(*e*) Calculated on the mileage of the home line, *viz.* 50·29 miles.
(*f*) Calculation on 9,258·43 miles.

APPENDIX C—*concld.*

Statement showing the mileage, age, cost and general results of working of Indian railways for the year 1899.

[Steam-boat earnings and expenses, and suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Percentage on capital cost. Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	SPECIAL GAUGES.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by the State.													
LXXXIII	Jorhát (2′ 0″)	28·00	25·95	14·68	8,75,342	31,262	96,488	1,02,433	—5,945	11·02	11·70	—0·68	72	106·16
LXXXIV	Cherra-Companyganj (2′ 6″) (*a*)	...	1·88	...	7,68,902	...	9,015	43,622	—34,607	1·17	5·67	—4·50	92	483·88
	Assisted companies.													
LXXXVI	Darjeeling-Himalayan (2′ 0″)	51·00	51·00	19·12	32,95,462	64,617	7,14,985	4,65,215	2,49,770	21·69	14·12	7·57	270	65·07
LXXXVII	Bársi Light (2′ 6″)	21·59	21·59	2·83	13,43,297	62,218	1,56,118	91,534	64,584	11·62	6·81	4·81	139	58·63
LXXXVIII	Howrah-Amta (2′ 0″)	28·62	28·62	2·00	11,41,307	39,878	2,50,763	1,37,969	1,12,794	21·97	12·09	9·88	168	55·02
LXXXIX	Howrah Sheakhalla (2′ 0″)	19·75	21·75	2·09	6,09,434	30,857	73,396	51,944	21,452	12·04	8·52	3·52	65	70·77
XC	Ránaghat-Krishnagar (*b*) (2′ 6″).	20·25	15·03	0·74	7,27,809	35,941	46,248	37,933	8,415	6·37	5·21	1·16	59	81·84
XCI	Tárakeshwar-Magra (2′ 6″)	31·12	31·12	2·00	9,52,162	30,597	66,168	53,977	12,191	6·95	5·67	1·28	41	81·58
XCII	Tezpore-Bálipárá (2′ 6″)	20·00	20·00	2·00	4,74,177	23,709	95,156	69,001	26,155	20·07	14·55	5·52	91	72·51
	Lines owned by native states and worked by companies.													
XCIV	Gwalior Light (2′ 0″) (*c*)	126·14	10·37	0·08	22,68,556	17,984	3,177	8,207	—5,030	0·14	0·36	—0·22	76	258·32
XCV	The Gaekwar's Dabhoi (2′ 6″)	78·80	78·80	20·01	20,73,066	26,308	2,45,974	1,58,403	87,571	11·87	7·64	4·23	60	64·40
XCVI	Rajpipla (2′ 6″)	37·37	30·84	1·33	13,06,712	34,967	35,799	27,322	8,477	2·74	2·09	0·65	22	76·32
	Line owned by native state and worked by state railway agency.													
XCVIII	Cooch Behar (2′ 6″)	33·18	30·08	4·45	12,76,602	38,475	82,773	39,700	43,073	6·48	3·11	3·37	53	47·96
	Line owned and worked by native state.													
XCIX	Morvi (2′ 6″)	94·36	94·36	12·34	24,42,812	25,888	4,20,486	2,50,433	1,70,053	17·21	10·25	6·96	86	59·56
	TOTAL AND AVERAGE	590·18	461·39	7·64	1,95,55,645	33,135	22,96,646	15,32,693	7,58,953	11·74	7·86	3·88	96	66·95
	GRAND TOTAL AND AVERAGE	23,415·76	22,778·84	16·75	2,78,74,20,383	(*d*) 1,19,085	29,21,18,364	15,88,03,861	13,33,14,503	10·48	4·98	5·50	247	47·53

(*a*) Re-constituted a Railway from the 7th July 1899.
(*b*) Opened for traffic on the 15th April 1899.
(*c*) Opened for traffic on the 2nd December 1899.
(*d*) Calculated on 23,406·90 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1900.

INDEX.

Railway.	Classification.	Classification No.
A		
Agra-Delhi chord	State line worked by company	X
Ahmedabad-Parántij	Assisted company	LXI
Amráoti	Line owned by native state and worked by company	XXVII
Assam-Bengal	State line worked by company	XLVIII
B		
Bársi Light	Assisted company	LXXXVII
Bengal and North-Western (Company's section)	State line worked by company	XXXIX
Bengal Central	State line worked by company	II
Bengal Dooars	Assisted company	LVIII
Bengal-Nágpur	State line worked by company	III
Bezwada extension (East Coast State railway)	State line worked by company	IX
Bhávnagar-Gondal-Junágad-Porbandar	Line owned and worked by native states	LXXIV
Bhopal-Itársi (British section)	State line worked by company	V
Bhopal-Itársi (Native state section)	Line owned by native state and worked by company	XXX
Bhopal-Ujjain	Line owned by native state and worked by company	XXIX
Bína-Goona-Bárán	Line owned by native state and worked by company	XXVIII
Birur-Shimoga	Line owned by native state and worked by company	LXVIII
Bombay, Baroda and Central India	Line worked by guaranteed company	XVIII
Brahmaputra-Sultanpur	Assisted company	LIV
Burma	State line worked by company	XLIX
C		
Calcutta Port Commissioners'	State line worked by the State	XV
Cawnpore-Burhwál (metre gauge link)	State line worked by the State	LI
Cherra Company ganj	State line worked by the State	LXXXIV
Cooch Behar	Line owned by native state and worked by State railway agency	XCVIII
D		
Darjeeling-Himalayan	Assisted company	LXXXVI
Delhi-Umballa-Kalka	Assisted company	XX
Deoghur	Assisted company	LIII
Dhond-Manmád	State line worked by company	VIII
Dhrangadhra	Line owned and worked by native state	LXXVII
Dibru-Sadiya	Assisted company	LIX
E		
East Coast	State line worked by the State	XVI
Eastern Bengal—		
Dacca section	State line worked by the State	L
Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge branch).		
Standard gauge sections		XIV
East Indian	State line worked by company	I
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	XCV
Gaekwar's Mehsána	Line owned by native state and worked by company	LXIII
Gaekwar's Petlád	Line owned by native state and worked by company	XXXII
Godhra-Rutlam-Nágdá	State line worked by company	VI
Great Indian Peninsula	Line worked by guaranteed company	XVII
Guntakal-Mysore frontier	State line worked by company	XLIV
Gwalior Light	Line owned by native state and worked by company	XCIV
H		
Hardwar-Dehra	Assisted company	XXIV
Howrah-Amta	Assisted company	LXXXVIII
Howrah-Sheakhalla	Assisted company	LXXXIX
Hyderabad-Godávari Valley	Line owned by native state and worked by company	LXIV
Hyderabad-Shadipalli	State line worked by the State	XII
I		
Indian Midland	State line worked by company	IV
J		
Jaipur	Line owned and worked by native state	LXXVIII
Jammu and Kashmir (Native state section)	Line owned by native state and worked by State railway agency	XXXVII
Jamnagar	Line owned and worked by native state	LXXVI
Jetalsar-Rájkot	Line owned and worked by native state	LXXV
Jodhpur-Bikaner	Line owned and worked by native state	LXXII
Jorhát	State line worked by the State	LXXXIII

Railway.	Classification.	Classification No.
K		
Kalka-Simla	Assisted company	XCIII
Káraikkal-Peralam	Foreign line	LXXXI
Khamgáon	Line owned by native state and worked by company	XXVI
Kolar Gold-fields	Line owned by native state and worked by company	XXXIV
Kolhápur	Line owned by native state and worked by company	LXV
L		
Lucknow-Bareilly section (Rohilkund and Kumaon railway)	State line worked by company	XL
Ledo and Tikak-Margherita	Assisted company	LX
Ludhiána-Dhuri-Jakhal	Line owned by native state and worked by State railway agency	XXXVIII
M		
Madras	Line worked by guaranteed company	XIX
Máyavaram-Mutupet	State line worked by company	XLVII
Morvi	Line owned and worked by native state	XCIX
Mymensingh-Jamalpur-Jagganathganj	Assisted company	LV
Mysore-Nanjangúd	Line owned by native state and worked by company	LXVII
Mysore section (Southern Mahratta railway)	State line worked by company	XLV
N		
Nágdá-Ujjain	Line owned by native state and worked by company	XXXII
Nilgiri	Assisted company	LXII
Nizam's Guaranteed State	Line owned by native state and worked by company	XXXI
North Western	State line worked by the State	XI
Nowshera-Dargai	State line worked by the State	LXXXV
O		
Oudh and Rohilkhand	State line worked by the State	XIII
P		
Pálanpur-Deesa	State line worked by company	XLII
Petlád-Cambay	Line owned by native state and worked by company	XXXV
Pondicherry	Foreign line	LXXX
R		
Raipur-Dhamtari branch (Bengal-Nágpur)	State line worked by company	LXXXII
Rájpipla	Line owned by native state and worked by company	XCVI
Rájpura-Bhátinda	Line owned by native state and worked by State railway agency	XXXVI
Ranaghat-Krishnagar	Assisted company	XC
Rewah	Line owned by native state and worked by company	XCVII
Rajputana-Malwa	State line worked by company	XLI
Rohilkund and Kumaon (Company's section)	Assisted company	LVI
S		
Segowlie-Raxaul	Assisted company	LVII
Shadipalli-Balotra (British section)	State line worked by the State	LII
Shoranur-Cochin	Line owned by native state and worked by company	LXX
South Behar (Luckeeserai-Gya)	Assisted company	XXII
Southern Mahratta	State line worked by company	XLIII
Southern Punjab (Delhi-Samásata)	Assisted company	XXIII
South Indian	State line worked by company	XLVI
T		
Tapti Valley	Assisted company	XXV
Tarakeshwar-Magra	Assisted company	XCI
Tarkessur	Assisted company	XXI
Tezpur-Balipara	Assisted company	XCII
Tinnevelly Quilon (Travancore) branch (Native State Section)	Line owned by native state and worked by company	LXXI
Tirhoot section (Bengal and North-Western railway)	State line worked by company	XXXIX
Tramways outside municipal limits	...	See after No. XCIX
U		
Udaipur-Chitor	Line owned and worked by native state	LXXIII
V		
Vijapur-Kálol	Line owned by native state and worked by company	LXIX
W		
Wardha Coal	State line worked by company	VII
West of India Portuguese	Foreign line	LXXIX
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXVI

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
I	**East Indian—**	Miles. Miles.	Miles.	*Main line—*		Miles.
	Main line—			Howrah to Hooghly	15-8-54*	23·23
	Howrah to Khána junction	74·48		Hooghly to Pundooah	1-9-54*	14·31
	Khána junction to Luckeeserai junction	187·20		Pundooah to Khána junction	3-2-55*	36·94
	Luckeeserai junction to Allahabad	303·01		Khána junction to Raneegunge	3-2-55*	45·71
	Allahabad to Delhi	390·39		Raneegunge to Siársol	21-7-63*	1·70
		955·08		Siársol to Sítarámpur	1-1-65*	15·15
	Loop line—			Sítarámpur to Luckeeserai junction	1-1-71*	124·64
	Khána junction to Luckeeserai junction	250·39		Luckeeserai to Dinapore	17-11-62*	82·42
	Branches—			Dinapore to Moghal Sarai	22-12-62*	125·92
	Main line—			Moghal Sarai to Mirzapur	1-1-64	39·28
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)	2·60		Mirzapur to south bank, Jumna	4-4-64	52·64
	Hooghly junction (23·23 miles from Howrah) to Naiháti on the Eastern Bengal State railway (*Hooghly bridge branch*)	4·22		Jumna bridge to Allahabad	15-8-65	2·75
	Ondál junction (115·80 miles from Howrah *viâ* the main line) to Alipur (*Ondál loop*)	31·54		Allahabad to Cawnpore	3-3-59	119·47
	Ikrah junction on the Ondál loop (125·63 miles from Howrah *viâ* the main line) to Domohani (*Ikrah branch*)	8·92		Cawnpore to Etáwah	1-7-61	86·46
	Sitarámpur junction (137·04 miles from Howrah *viâ* the main line) to Domohani	6·99		Etáwah to Shikohabad	13-11-61	34·39
	Sitarámpur junction (137·04 miles from Howrah *viâ* the main line) to Kátrásgarh (*Jherria branch*)	39·23		Shikohabad to Tundla junction	1-4-62	22·92
	Salanpur (140·20 miles from Howrah *viâ* the main line) to Shamdi (*Salanpur branch*)	5·53		Tundla junction to Aligarh	1-3-63	48·56
	2·05 miles from Barákar (144·52 miles from Howrah *viâ* the main line) to Chanch (*Chanch branch*)	3·88		Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54
	Line from mile 148¾ on Jherriah branch to Pandra (Pandra branch)	3·24		Chola to Delhi (south bank, Jumna)	1-8-64	41·27
	Dheria Joba (171·17 miles from Howrah *viâ* the main line) to the Damoodur river (*Damoodur branch*)	9·77		Delhi terminus	1-1-67	1·78
	Madhupur junction (182·38 miles from Howrah *viâ* the main line) to Giridih (Kurhurbaree) (*Giridih branch*)	26·70				955·08
	Mokameh junction (282·32 miles from Howrah *viâ* the main line) to Mokameh ghât (*Mokameh ghât branch*)	3·70		*Loop line—*		
				Khána junction to river Adjai	3-10-58	19·00
	Carried over	146·32 1,205·47		River Adjai to Sainthia	3-9-59	25·12
				Sainthia to Tinpahár	15-10-60	76·12
				Tinpahár to Bhágalpur	1-11-61	69·12
				Bhágalpur to Jamálpur	10-2-62	32·62
				Jamálpur to Luckeeserai	17-11-62	28·41
						250·39
				Branches—		
				Main line—		
				Bhadreswar branch	6-12-81	2·60
				Hooghly bridge branch	15-3-87*	4·22
				Ondál loop—		
				Ondál to Babasole	1-5-64	2·03
				Babasole to Mangalpur	1-1-63	2·74
				Mangalpur to Toposi	2-2-63	2·65
				Toposi to Ikrah junction—		
				For coal traffic	15-4-94	2·42
				Ikrah junction to Gourangdi	1-6-95	14·16
				Gourangdi to Alipur—		
				For goods traffic	30-3-95	7·54
				Ikrah branch—		
				For coal traffic	15-4-94	8·92
				For passenger and goods traffic	1-1-95	
				Jherria branch—		
				Sítarámpur to Barákar	1-1-65	5·43
				Barákar to Kátrásgarh	20-5-94 (*a*)	33·80
						86·51
				Carried over		1,205·47
						86·51

* These are the dates of opening the original single line which has
(*a*) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854. The chord line from Khána junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line reduces the distance between Howrah and the Upper Provinces by 63·31 miles. A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885. The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers. The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers. The Giridih branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The section of the Ondál loop from Toposi to Panooria and the Ikrah branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894. The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of ₹1,00,000. It has since been worked as a part of the Ondál loop. The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896. The construction of the Damoodur branch was sanctioned in January 1894.

since been doubled.

† on the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles. Miles.	Miles.			Miles.
I	**East Indian**—*contd.*			Brought forward .		1,205·47
	Brought forward .	146·32 1,205·47				86·51
	Branches—contd.			*Branches*—concld.		
	Main line—concld.			*Main line*—concld.		
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*) .	57·47		Salanpur branch—		
				For coal traffic .	7-9-94	4·29
					1-1-97	1·24
				Chanch branch—		
				For goods traffic .	1-2-93	2·88
					5-8-96	1·00
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Dígha ghât (*Dígha ghât branch*)	5·53		Damoodur branch .	30-6-95	8·00
					15-7-96	1·77
				Kurhurbaree branch .	1-1-71	26·70
				Mokameh branch .	1-5-83	3·70
	Dildárnagar junction (433·66 miles from Howrah *viâ* the main line) to Tárighât on the Ganges opposite Gházipur (*Tárighât branch*)	12·00		Patna-Gya branch—		
				Bankipore junction to Bankipore .	2-6-79	0·25
				Bankipore to Jehanabad	21-4-79	28·00
				Jehanabad to Gya .	2-6-79	29·22
				Dígha ghât branch .	2-4-85	5·53
				Tárighât branch .	5-10-80	12·00
	Moghal Sarai (470·02 miles from Howrah *viâ* the main line) to Gya . . .	125·48		Moghal Sarai-Gya branch .	1-3-00	125·48
				Jubbulpore branch .	1-8-67	223·58
				Allahabad fort branch .	3-3-59	2·34
				Cawnpore city branch .	15-2-79	0·88
				Agra branch . . .	1-4-62	13·35
	Bárun to Daltonganj, including colliery branch .	78·32		Hathras city branch—		
				For goods traffic . .	1-11-98	5·58
				For passenger traffic .	10-1-99	
	Naini junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*) . . .	223·58		*Loop line*—		
				Azímganj branch . .	15-7-92	27·48
				Rajmehal branch . .	15-10-60	7·23
				Sakrighât branch . .	1-1-94	1·99
	Allahabad junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*)	2·34		Maharajpur branch .	31-10-96	2·36
					30-11-98	2·48
				Sultangunge branch .	6-5-95	1·16
				Monghyr branch . .	10-4-62	5·68
						630·68
				Double—Main line and branches.		
	Cawnpore junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*) .	0·88		Howrah to Serampore .	10-3-57	11·74
	Shikohabad to Farukhabad	65·82		Serampore to Chandernagore . . .	1-2-58	8·38
	Tundla junction (828·25 miles from Howrah *viâ* the main line) to Agra fort (*Agra branch*) .	13·35		Chandernagore to Hooghly	1-5-58	3·11
				Hooghly to Magra . .	1-10-58	5·49
				Magra to Pundooah . .	25-2-59	8·82
				Pundooah to Burdwan .	1-10-59	28·72
				Burdwan to Khána . .	1-1-59	8·22
				Khána to Durgapur . .	1-6-70	31·35
				Durgapur to Raneegunge .	2-9-70	14·36
				Raneegunge to Sítarámpur	19-12-70	16·85
				Sítarámpur to Luckeeserai	1-1-71	124·64
				Luckeeserai to Burhee .	22-6-60	9·82
				Burhee to Barh . .	22-2-68	27·10
				Barh to Futwah . .	1-11-68	25·87
				Futwah to Dinapore .	20-3-67	19·63
				Dinapore to Bihta . .	13-8-68	10·93
				Bihta to Arrah . .	28-3-70	13·50
				Arrah to Buxar . .	13-8-68	42·67
						411·20
	Loop line—					
	Nalháti (144·60 miles from Howrah *viâ* the loop line) to Azímganj (*Azímganj branch*)	27·48				
	Tinpahár junction (194·72 miles from Howrah *viâ* the loop line) to Rajmehal (*Rajmehal branch*) . . .	7·23				
	Sakrigali junction (213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*) . . .	1·99				
	Carried over .	773·37 1,205·47		Carried over .		1,836·15
						411·20

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The first 29 miles of the Patna-Gya branch are laid with rails, 64lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted. The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are— Spans. Feet. Sone . . . . . 93 of 100 Mohar . . . . . 13 „ 60 Budh . . . . . 13 „ 60 Punpun . . . . . 8 „ 60 The permanent-way is of the East Indian railway standard design with double-headed rails 75lb. to the yard laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 400. The line is fenced near villages, round station yards, and for a short distance near each crossing. The type of fence is a five wire fence of the ordinary pattern adopted for state railways. Stone ballast procurable from the adjacent hills is used throughout. On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl. The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout. The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers. The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.	The Mokameh branch was originally 1·75 miles in length and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 3·63 miles. The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway. The branch from Bankipore to Dígha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885. The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years. The line from Nalhâti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, as a 4′ 0″ gauge line, was opened for traffic on the 21st December 1863. It was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch." The construction of the Sultangunge branch was sanctioned in March 1893. The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880. On the 1st January 1889 the Dildárnagar-Gházipur state railway was incorporated with the East Indian railway. The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company. The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
I	**East Indian**—*concld.*				Brought forward		1,836·15
	Brought forward	773·37	1,205·47				411·20
	Branches—concld.						
	Loop line—concld.				*Double—Main line and branches*—concld.		
	Maharajpur to Maharajpur ghât (*Maharajpur branch*)	4·84			Buxar to Dildárnagar	15-4-82	22·46
	Sultangunge (279·28 miles from Howrah *viâ* the loop line) to Sultangunge ghât (*Sultangunge branch*)	1·16			Dildárnagar to Zamánia	20-5-82	8·59
					Zamánia to Sakaldiha	20-9-82	16·28
					Sakaldiha to Moghal Sarai	10-8-82	11·49
					Hooghly bridge branch	15-3-87	4·22
	Jamálpur junction (296·39 miles from Howrah *viâ* the loop line) to Monghyr (*Monghyr branch*)	5·68					
			785·05		TOTAL DOUBLE LINE		474·24
	TOTAL		1,990·52		TOTAL OPEN MILEAGE		1,836·15
II	**Bengal Central***—						
	Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) *viâ* Baraset and Bongong to Khoolna	104·51			Dum-Dum junction to Dattapukur	2-4-83	14·25
					Dattapukur to Gobardánga	7-12-83	17·00
					Gobardánga to Bongong	22-4-84	12·00
					Bongong to Khoolna	16-2-84	61·26
							104·51
	Ranaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong	20·50			Ránaghat to Bongong	16-10-82	20·50
			125·01		TOTAL OPEN MILEAGE		125·01
	Branch—						
	Dum-Dum Cantonment to Pattipookur	2·68					
				127·69			

* Although for convenience classed amongst the State railways, this line is the property of the Bengal Central Railway Company.

D —*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows: Howrah district . . 180·55 Chord line . . . 369·07 Dinapore district . . 487·87 Allahabad district . . 279·31 Delhi district . . . 240·17 1,556·97 The line is double fenced throughout, excepting the Azimganj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced. There are no curves of less than 1,000 feet in radius. The length and situation of gradients up to 1 in 100 are as shown below:	

Section of line.	Length of gradients.	
	$\frac{1}{100}$.	$\frac{1}{99}$ to $\frac{1}{100}$.
Main line—		
Between 216 and 226 miles from Howrah ($\frac{1}{100}$)	...	6·64
Ondál loop—		
Between 125 and 147 miles from Howrah .	5·19	9·95
Shekhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. Sál sleepers are now being used for renewals instead of creosoted pine, and in all curves sál sleepers have been put in at the joints in place of creosoted pine sleepers, and sál sleepers have also been put in at the middle of pairs of rails in some of the curves.

At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singia and Khoolna where the earth, of which the embankment is composed, is not very good.

The line is fenced throughout; iron gates are provided at level-crossings.

Viaducts and bridges are constructed for a single line.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.

The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885.

The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the Company.

An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum-Dum Cantonment station was sanctioned by Government in April 1897.

An estimate for surveying a line from Bongong to Kotchandpur was sanctioned by Government in January 1898; but the Government of India have expressed themselves in favour of the construction of a line from Shibnibash (Kissengunge) to Kotchandpur and Magura.

An estimate for surveying a line from Muxudpore at the 40th mile of the proposed Singhia-Madaripore extension to Majeegati, a place opposite Kaulipara, was sanctioned by Government in June 1898.

A survey of the proposed Madhyamgram (Chandipore)-Taki branch line was completed by the Company on behalf of Messrs. Barry & Co. of Calcutta.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
111	**Bengal-Nágpur—**			*Main line—*	
	Main line—			Ásansol to Damoodur—	
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . .	371·47		For coal traffic . . 12-6-89 For passenger and goods traffic . . 14-12-89	5·10
	Biláspur to Nágpur (519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway) . .	255·22		Damoodur to Purulia . 14-12-89	41·72
			626·69	Purulia to Chakardharpore—	
				For goods traffic . . 22-1-90 For passenger traffic . 1-4-90	72·25
				Chakardharpore to Goilkera—	
				For goods traffic . . 15-5-90 For passenger traffic . 28-3-91	21·06
				Goilkera to Jharsuguda—	
				For goods traffic . . 1-2-91 For passenger traffic . 28-3-91	105·09
				Jharsuguda to Raighar—	
				For goods traffic . . 20-4-90 For passenger traffic . 1-8-90	44·35
				Raighar to Biláspur—	
				For goods traffic . . 10-2-90 For passenger traffic . 24-3-90	81·90
				Biláspur to Raipur—	
				For goods traffic . . 10-1-89 For passenger traffic . 14-2-89	68·35
				Raipur to Ráj-Nándgaon . 4-12-88	41·99
				Ráj-Nándgaon to Nágpur 27-11-88	144·88
	Carried over		626·69	Carried over	626·69

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sâl, and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves. On the main line the rails are 75lb. steel, flat-footed, laid on 10 transverse steel sleepers and 2 wooden sleepers per rail, 30 feet long, except between Nágpur and Kamptee, where 12 sleepers per rail are used. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy. On the Biláspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers except between Bilaspur and Khodri where 2 sâl sleepers have been added to each rail joint. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-feet girders, 116 feet high. The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used. The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a company to construct and work this line not having been completed and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates. In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned. The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur *viâ* the Umaria coal mines to Katni. There is also a branch from near Ásansol to the Sanctoria collieries. The line has also been extended from Sini to Khargpur and from Barang, on the East Coast State-Railway, to Howrah and Shalimar on the River Hooghly and a branch from Khargpur to Midnapore. The Umaria-Katni line was taken over by the Company on the 1st April 1888. The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follows: *Dates for survey.* Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880. *Dates for construction.* Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881. *Dates of opening.* Nágpur to Tumsar— Miles. For goods traffic . . . . 6-4-80 For passenger traffic— Nágpur to Kamptee (9 miles) . 26-7-80 } 53 Kamptee to Tumsar (44 miles) . 8-11-80 Dowháli junction (Tumsar road) to Tirora 21-2-81 13 Tirora to Gondia . . . . 18-5-81 18 Gondia to Amgaon . . . . 25-11-81 14 Amgaon to Ráj-Nándgaon— For goods traffic . . . . 16-12-82 } 51 For passenger traffic . . . 7-2-83 TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145·50* The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891. The Saranda tunnel was completed and opened for traffic on the 1st October 1892. It is lined almost throughout.

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

*Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
III	**Bengal-Nágpur**—*concld.*		Miles.		Miles.
	Brought forward		626·69	Brought forward	626·69
	Branches—			*Branches*—	
				Sanctoria coal branch—	
	Damoodur (5·10 miles from Ásansol junction) to the Sanctoria collieries (*Sanctoria coal branch*)	7·03		Damoodur to the Sanctoria collieries— For coal traffic . . 12-6-89	7·03
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*)	30·23		*Sambalpur branch*— Jharsuguda to Sambalpur— For goods traffic . 1-2-93 / For passenger traffic . 10-3-93	30·23
	Bilásput to Katni (*Katni branch*)	196·93		*Katni branch*— Bilásput to Birsinghpur— For goods traffic . 1-2-91 / For passenger traffic . 9-3-91	142·57
			234·19		
				Birsinghpur to Umaria— For goods traffic . 11-5-90 / For passenger traffic . 9-3-91	18·48
				Umaria to Katni . . 2-11-86	35·88
					234·19
				Sini to Khargpur— For goods traffic . . 1-6-98 / For passenger traffic . 20-9-98	99·50
	Sini (530·41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Khargpur . . .	99·50		*Kolaghat to Khargpur*— For goods traffic . 17-12-98 / For passenger traffic . 6-3-98	35·53
	Khargpur to Howrah . . .	72·03			
	Khargpur to Barang (Cuttack), on the East Coast State railway .	188·50		*Khargpur to Balasore*— For goods traffic . 17-12-98 / For passenger traffic . 6-3-99	71·75
			360·03		
	Khal bridge to Kola riverside station (*Kola river side branch*) . . .		1·06		
	Khargpur to Bujudih		122·39	*Balasore to Barang (Cuttack)*— For goods traffic . . 10-1-99 / For passenger traffic . 6-3-99	116·75
					323·53
				Khargpur to Cossye river— For goods traffic . 20-12-99 / For passenger traffic . 1-2-00	5·75
				TOTAL OPEN MILEAGE .	1,190·16
	TOTAL .		1,344·30		
IV	**Indian Midland**—			*Main line*—	
				Bhopal to Jhánsi . . 1-1-89	180·49
				Jhánsi to Gwalior . . 1-3-89	60·39
				Gwalior to Hetampur . 20-12-79	32·40
				Hetampur to Dholpur . 15-5-81	8·55
				Dholpur to Agra Cantonment 10-1-78	33·69
					315·52
	Main Line—				
	Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49			
	Jhansi *vid* Gwalior to Agra Cantonment	135·03	315·52	*Branches*—	
	Branches—			*Mánikpur branch*—	
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		Jhánsi to Mau Ranipur . 5-6-89	39·96
				Mau Ranipur to Bánda . 1-8-89	78·96
				Bánda to Mánikpur . . 15-2-89	61·45
					180·37
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*) .	135·22			
	Carried over .	315·59	315·52	Carried over .	495·89

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The Sambalpur branch is laid with the same type of permanent-way as the main line but no sál sleepers have been added at rail joints. The work is fairly heavy and contains one bridge of six spans of 100-feet girders across the Bonum river.	The survey of the Sambalpur branch was sanctioned in October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.
The Umaria-Katni section which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Thirty-four miles have been relaid up to date.	
The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahánadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.	The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) sections were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895.
This line has been laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers.	
The important bridges are those over the Koakhye, Katjoori, Mahánadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikhá and Korkai rivers.	The construction of the bridge over the Mahánadi delta round Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897, and completed in March 1900.
The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below:	

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1 in 100	1 in 150	Length.	Radius.
Main line—	Mile.	Miles.	Mile.	Feet.
Between 160 and 161 miles from Nágpur .	...	0·19	...	...
„ 341 „ 363 „ „ „ .	...	7·36	...	...
„ 419 „ 437 „ „ „ .	...	5·83	...	...
„ 472 „ 491 „ „ „ .	...	13·01	...	...
„ 531 „ 624 „ „ „ .	...	23·44	...	...
Sanctoria coal branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur .	...	12·06	...	...
„ 378 „ 387 „ „ „ .	...	4·53	...	...
„ 418 „ 423 „ „ „ .	...	1·59	...	...
„ 438 „ 439 „ „ „ .	...	0·61	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur .	...	8·90	...	...

The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 92lb. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi, where the rails are 75lb. to the yard, double-headed, laid on Denham-Olpherts sleepers, with 20 feet width formation. There were no engineering difficulties on this section.	On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Biláspur-Etáwa state railway.
From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhánsi to Cawnpore, 1 in 100, of which there are four in number aggregating 5·41 miles in length.	The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895.
The chief bridges are—	Work was started on the several sections of the Indian Midland railway on the dates given below:

	Spans.	Feet.
Betwa (Markrari) . .	9 of	150
Narain	4 „	150
Bína	4 „	150
Keotan	5 „	100
Newan	8 „	60
Betwa (Bhilsa) . .	4 „	100 and 5 of 75

From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 6 feet over the Sindh river.	

Cawnpore-Kálpi	Oct. 1884
Kálpi-Jhánsi	Jan. 1886
Bhopal-Bhilsa	Mar. 1886
Bhilsa-Básoda	Apl. 1886
Jhánsi-Lalitpur	May 1886
Básoda-Lalitpur	June 1886
Jhánsi-Gwalior	Aug. 1886
Bína-Saugor	Aug. 1887
Saugor-Damoh	Dec. 1895
Damoh-Katni	Jan. 1896

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
		Miles.	Miles.			Miles.
IV	**Indian Midland—*concld.***					
	Brought forward .	315·59	315·52	Brought forward .		495·89
	Branches—concld.					
	Bína (143 miles from Itársi on the main line) to Saugor (*Saugor branch*) . .	46·24		*Cawnpore branch*—		
				Jhánsi to Chaunrah . .	1-2-88	95·00
				Chaunrah to Cawnpore .	1-4-86	40·22
						135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	2·00		*Saugor branch*—		
				Bína to Saugor . .	5-6-89	46·24
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . .	0·21		Bína to point of junction with Bína-Goona railway—		
				For goods traffic .	1-5-95	2·00
				For passenger traffic	23-9-95	
				Bhopal to point of junction with Bhopal-Ujjain railway—		
	Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*)	115·71		For goods traffic .	11-11-95	0·21
				For passenger traffic	11-4-96	
				Katni branch—		
				Saugor to Damoh . .	26-3-98	47·83
				Damoh to Katni . .	1-1-99	67·88
	From centre of Katni Murwara Station to junction with Bengal Nágpur Railway .	0·71		From centre of Katni Murwara Station to junction with Bengal Nágpur Railway .	1-1-99	0·71
	Connecting link with East Indian Railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway . . .	0·27		Connecting link with East Indian Railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway .	1-1-99	0·27
			480·73			
	TOTAL .		796·25	TOTAL OPEN MILEAGE .		796·25
V	**Bhopal-Itársi (British section)—** (See Bhopal-Itársi—classification No. xxx)					
VI	**Godhra-Rutlam-Nágdá—**					
	Godhra (318·71 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway *vid* Rutlam to Nágdá . . .		141·14	Godhra to Limkhéra .	16-1-93	25·09
				Limkhéra to Dóhad . .	7-3-94	19·55
				Dóhad to Rutlam . .	22-10-94	70·46
				Rutlam to Nágdá—		
				For goods traffic .	11-5-96	26·04
				For passenger traffic .	1-6-96	
				TOTAL OPEN MILEAGE .		141·14

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
From Jhánsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length. From Saugor to Katni, the ruling gradient, *against* the coal traffic, is 1 in 200 and *with*, 1 in 100. There are thirty-two of the former grades, aggregating 47·29 miles and four of the latter, aggregating 6·17 miles. The line is laid with 80lbs. steel rails on cast iron pot sleepers. The important bridges are those over the Bewas river (3-100 feet), Sonar (8—100 feet), Kopra (4-100 feet), Bearmi (11-100 feet) and the Bhoja Kho viaduct (5-100 feet spans with 30 feet arched approaches). There are heavy rock cuttings at the 16th, 18th and the 65th to 85th mile from Saugor. Fencing has been erected through Saugor Cantonments and at Damoh and Katni Murwara station only. There are no curves under a radius of 1,000 feet. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. The principal bridges are— Betwa (Sujanpura) . . 13 of 150 and 1 of 60 Dhassan (Mau) . . 15 „ 100 Ken . . . . 1 „ 250 and 12 of 100 Bagain . . . 8 „ 100 Borwa . . . 1 „ 100 and 4 of 40 Paisuni . . . 4 „ 100 Ohan . . . 1 „ 100 and 4 of 40 The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cuttings at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100—the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior. The track was originally laid with iron rails 62lbs. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1899 the Company have also relaid 43·46 miles of track with Indian Midland railway steel rails 80lbs. to the yard. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. The ruling gradient is 1 in 151·50, of which there are three in number, aggregating 3·60 miles in length.	The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date. The length, 2·00 miles, from the Bína station to the point of junction with the Bína-Goona railway was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894. On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91. The Company also works the Bína-Goona and the Bhopal-Ujjain railways. The terms of working will be found in Appendices EE, GG and HH, respectively, to Part II of the Railway Administration Report for 1896-97.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough sleepers from mile 0 to 84¼ and mile 114 to 117, on deodar sleepers from mile 84¼ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140¾.	The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles. The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
VI	**Godhra-Rutlam-Nágdá**—*concld.*			
VII	**Wardha Coal—**			
	Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora	44·88	Wardha to mile 18·44 . 1-2-74	18·44
			Mile 18·44 to mile 40·88 (for coal traffic only) . . 24-12-75	22·44
			Mile 40·88 to Warora (for coal traffic only) . . 26-4-76	4·00
			Mile 18·44 to mile 21 (for public traffic) . . 16-6-77	
			Mile 21 to Warora (mile 44·88), for public traffic . 7-11-77	
			TOTAL OPEN MILEAGE .	44·88
VIII	**Dhond-Manmád—**			
	Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . .	145·44	Dhond to Ahmednagar . 15-3-78	50·41
			Ahmednagar to Manmád . 17-4-78	95·03
			TOTAL OPEN MILEAGE .	145·44
IX	**Bezwada extension (East Coast State)*—**			
	Hyderabad frontier to Bezwada (91·00 miles from Gódávari North on the East Coast State railway)	20·58	Hyderabad frontier to Bezwada . . . 10-2-89	20·58
X	**Agra-Delhi chord—**			
	Agra to Delhi	121·16		
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE) . .	4,745·07†		4,312·72†

* Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's State Railways Company.

† Including the length (13·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "xxx—Bhopal-Itársi (Native state section)."

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 76½ miles. The rest of the line is unfenced. The ballast is of stone or gravel. The ruling gradient is 1 in 200 of which there are 70 in number aggregating 72·19 miles in length.	issued in December 1894, and work was started in March 1895. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to Part II of the Railway Administration Report for 1897-98.
The line is constructed for a single track. There are 18 miles of 69lb. double-headed steel rails and 27 miles of 68lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart. The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track; the rails are chiefly double-headed steel, 69lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing throughout. The ruling gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.	The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway.
	The line was sanctioned for construction on the 15th September 1898.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XI	**North Western—**						
	MAIN LINE AND BRANCHES (Commercial)—				MAIN LINE AND BRANCHES (Commercial)—		
	Main line—				*Main line*—		
	Gháziabad (13 miles east of Delhi on the East Indian railway), to Amritsar		303·14		Gháziabad to Meerut City	18-4-67	27·33
					Meerut City to Umballa Cantonment	1-1-69	121·02
					Umballa Cantonment to Ludhiána	12-10-69	70·66
					Ludhiána to Phillour	15-10-70	8·28
					Phillour to Jullundur Cantonment	1-4-70	24·12
					Jullundur Cantonment to Beas	15-11-69	25·53
					Beas to Amritsar	1-11-67	26·20
	Amritsar to Lahore		32·30		Amritsar to Lahore	10-4-62	32·30
			335·44				335·44
	Lahore to Lála Músa		82·25		Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875. Wazirabad to Naurungabad (38·00 miles), 10th April 1876. Naurungabad to Jhelum (2·75 miles), 14th September 1876.		
	Lála Músa to Jhelum		20·87				
	Jhelum to Ráwalpindi		76·38		Lahore to Jhelum	6-10-78	103·12
			179·50		The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus— Jhelum to Ratial, 1st January 1880 (15 miles). Ratial to Ráwalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882, and the complete $\frac{1}{3}$-graded through line established thus— Jhelum to Ráwalpindi (70·50 miles). But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1897 is— Jhelum to Ráwalpindi		76·38
							179·50
	Carried over		514·94		Carried over		335·44 / 179·50

D--*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Ghâziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1900, 91·84 miles have been relaid with 68lb. bull-headed steel rails, 17·01 miles with 68lb. double-headed steel rails, 17·19 miles with 73lb. bull-headed steel rails, 100·37 miles with 75lb. flat-footed steel rails and 0·88 mile with flat-footed 70lb. steel rails. On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails. From Phillour to Amritsar the rails are laid on wooden sleepers for 33·00 miles, and on cast-iron (oval and round) pots for 42·15 miles. On the Beas bridge (0·70 mile), the rails are flat-footed, 70lb. steel, laid on longitudinal timbers. From Amritsar to Lahore the earthwork and bridges are for a single line; 12·80 miles have been relaid with bull-headed 68lb. steel rails, of which 8·70 miles are on cast-iron pots and 4·10 miles on wooden sleepers; the remaining 19·50 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat-footed and 68 lb. double-headed steel and 73 lb. bull-headed steel rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North-Western State railway. The section from Ghâziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on the 8th February 1859.
The line from Lahore to Peshâwar is constructed for a single track. From mile 823 to 825, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. and 73 lb. bull-headed steel rails on Indian Midland railway iron pots and wood sleepers. From* mile 825·50 to 826·45 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 826·45 to 848, the old flat-footed 60 lb. iron rails have been replaced by double-headed 75lb. steel rails on wooden sleepers. From mile 848 to Gujrât the rails are 75lb. flat-footed steel, excepting one length of 1·58 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden. From Gujrât to Peshâwar Cantonment the rails are 62lb. steel, with the exception of isolated lengths, aggregating 88·93 miles of track, of 75lb. flat-footed steel, and 4·85 miles of 64lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·41 miles with steel sleepers and 6 miles with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Peshâwar section are as follow: *Dates for survey.* Jhelum to Râwalpindi, 8th November 1864. Lâla Mûsa to Miani junction, September 1877. Râwalpindi to Khusâlgarh, September 1879. Jhelum to Râwalpindi for improvement of grades, February 1886.

* From mile 825 to 825·50 old 60lb. flat-footep iron rails are in the road.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XI	North Western—*contd.* Miles.	Miles.	Miles.
	Brought forward . 514·94		Brought forward . { 335·44 / 179·50
	MAIN LINE AND BRANCHES (Commercial)—*contd.*		MAIN LINE AND BRANCHES (Commercial)—*contd.*
	Main line—		*Main line*—
	Ráwalpindi to Pesháwar Cantonment 107·89		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.
			Thus, Ráwalpindi to Attock bridge . . . . 61·61
			Attock to Khairabad . 31-5-83 2·38
			Khairabad to Pesháwar City 1-5-82 41·25
			Pesháwar City to Pesháwar Cantonment . . . 1-1-83 2·65
			287·39
	Branches—		*Branches*—
	Siálkot branch—		*Siálkot branch*—
	Wazirabad to Siálkot . . . 26·50		Wazirabad to Siálkot 1-1-84 26·50
	Carried over . 649·33		Carried over . 649·33

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{50}$-grades have now been improved to $\frac{1}{100}$; and the Taraki quarry.	*Dates for construction.* Lahore to Jhelum . . . . . 2-10-69 Jhelum to Ráwalpindi . . . . . 17-9-77 Lála Músa to Miani . . . . . 24-7-78 Ráwalpindi to Khusálgarh . . . . . Sept. '79 Ráwalpindi to Pesháwar City . . . . 3-10-79 Pesháwar City to Pesháwar Cantonment . 1-1-83 Maini to Jhelum river . . . . . 4-3-81 Maini to Bhera . . . . . 25-10-81 Maini to Khewra . . . . . 27-1-82 Wazirabad to Siálkot . . . . . 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . 27-11-84 Grades, Jhelum to Domeli . . . . . Nov. '86 „ Domeli to Soháwa . . . . 31-10-91 „ Soháwa to Gujar Khan . . . . 18-4-89 „ Gujar Khan to Ráwalpindi . . 28-2-92 It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.
The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar is, however, only partially fenced.	Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875. The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.
The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below: 62lb. flat-footed steel on wood sleepers 10·15 miles 70 „ „ „ „ 1·50 „ 60 „ „ iron „ 22·10 „ 60 „ „ „ on steel sleepers 1·75 „ 75 „ „ steel on wood „ 0·08 „ 35·58 From Wazirabad to the frontier of the Kashmir state. On the Kashmir section, the ballast used is broken stone of excellent quality. Both sections are unfenced.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XI	**North Western**—*contd.* Miles.	Miles.	Miles.
	Brought forward . . 649·33		Brought forward . 649·33
	MAIN LINE AND BRANCHES (Commercial)—*contd.*		MAIN LINE AND BRANCHES (Commercial)—*contd.*
	Wazirabad-Lyallpur branch—		*Wazirabad-Lyallpur branch*—
	Wazirabad (885 miles from Kiámari on the North Western railway) to Lyallpur . . 95·68		Wazirabad to Hafizabad 15-8-95 37·37 Hafizabad to Sangla Hill 1-1-96 31·10 Sangla Hill to Lyallpur 15-2-96 27·21 95·68
	Lyallpur to Toba Tek Singh . 49·00		Lyallpur to Toba Tek Singh. 22-6-99 49·00
	Toba Tek Singh to Khanewal . 57·00		144·68
	201·68		
	Kashmir branch—		*Kashmir branch*—
	Siálkot to the frontier of the Kashmir state . . 9·08		Siálkot to the frontier of the Kashmir state . 15-3-90 9·08 153·76
	210·76		
	Main line—		*Main line*—
	Lahore to Khánpur . . . 353·85		Lahore to Mooltan . . 24-4-65 207·82 Mooltan to Muzaffarabad . 21-8-70 6·89 Muzaffarabad to Khánpur . 1-7-78 139·14 353·85
	Carried over . 1,213·94		Carried over . 1,156·94

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Wazirabad-Lyallpur section is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about ⅓ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work.
The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge of 4 spans of 95 feet and one span of 100 feet, there are no large or difficult engineering works. The line is being laid with second-hand North Western State railway rails and new wooden sleepers.	The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and is treated as a quarry siding. The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897.
The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 × 40 feet girders over the main canal at mile 829·08 from Kurrachee, and another 3 × 40 feet at mile 792·51 over the Jhang branch canal. Girders for all bridges have been supplied from the old stock of the North Western State railway.	The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.
From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188·49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77½lb. and 62lb. flat-footed steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60lb. to the yard, but 6·29 miles have been replaced with 62lb. flat-footed steel rails, and 132·85 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 67·39 miles which are laid with steel transverse sleepers. On the 1st January 1889, Muzaffarabad junction was closed and Sher Shah junction opened in connection with the Sind-Sagar loop.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XI	**North Western**—*contd.* Brought forward		1,213·94		Brought forward		1,156·94
	MAIN LINE AND BRANCHES (Commercial)—*contd.*				MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Khánpur to Rohri	132·05			Khánpur to Rohri	1-7-78	132·05
	Rohri to Sukkur	2·64			Rohri to Sukkur	27-3-89	2·64
	Sukkur to Kotri	225·36			Sukkur to Rádhan	1-10-78	79·31
			360·05		Rádhan to Laki	27-10-78	70·57
					Laki to Kotri	8-10-78	75·48
							360·05
	Kotri to Kurrachee Cantonment	102·59			Kotri to Kurrachee City	13-5-61	104·89
	Kurrachee Cantonment to Kurrachee City	2·30			Kurrachee City to Kiámári (including Napier Mole line)—		
	Kurrachee City to Kiámári (including Napier Mole line)	3·06			For goods traffic	16-6-89	3·06
			107·95		For passenger traffic	5-11-91	
							107·95
	Branches—				*Branches*—		
	Phulji to Puranadera		2·57		Phulji to Puranadera— For goods traffic	1-6-82	2·57
	Sukkur to Sukkur Bandar		1·25		Sukkur to Sukkur Bandar	1-10-78	1·25
	Kotri to Kotri Bandar		1·14		Kotri to Kotri Bandar	1-4-89	1·14
	*Meean Meer chord line**—				*Meean Meer chord line**—		
	Meean Meer East to Meean Meer West		2·13		Meean Meer East to Meean Meer West	10-12-91†	2·13
	Kotri-Rohri (Chord) Line—				*Kotri-Rohri (Chord) Line*—		
	Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5·30			Rahoki to Shahdadpur—		
	Rahoki on the Hyderabad-Shadipalli railway (119·52 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western State railway	178·93	184·23		For goods traffic / For public traffic	15-11-96 / 21-1-96‡ / 16-12-96	39·09
					Shahdadpur to Rohri—		
					For goods traffic / For public traffic	15-11-96 / 16-12-96	139·84
							178·93
	Carried over		1,873·26		Carried over		1,810·96

* This is a military line and is not intended to be used for ordinary public traffic.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

D—*continued*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The section from Khánpur to Kotri is constructed for a single track with flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . 8-11-71 Sukkur to Kotri . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic.
Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 80·75 miles having been relaid with 75lb. flat-footed, 26·20 miles with 68lb. double-headed, and 1·00 mile with 77½lb. bull-headed steel rails up to the 31st December 1899. From Kiámári station to Kotri station (except over the Malir bridge) the line is double.	The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.
From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3·55 miles), the line is constructed of second-hand 68lb. bull-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887, and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.
The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet. Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light. On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500. The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except those on the Kotri approach to the Indus bridge, and that bridge are being built for a double line. The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.	The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Kurrachee, and will also give an alternative route to Quetta. The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the bridge in September 1895.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XI	**North Western**—*contd.*					
	Brought forward	1,873·26		Brought forward		1,810·96
	MAIN LINE AND BRANCHES (Commercial)—*concld.*			MAIN LINE AND BRANCHES (Commercial)—*concld.*		
	Ferozepore branch—			*Ferozepore branch*—		
	Ráewind to Ferozepore Cantonment	33·00		Ráewind to Kasúr	15-4-83	16·50
				Kasúr to Ganda Singhwála	10-6-83	7·00
				Ganda Singhwála to Ganda Singh Bandar	15-12-83	
				Ganda Singh Bandar to Hussainiwala	8-5-87	5·50
				Hussainiwala to Ferozepore City	1-10-92	2·00
				Ferozepore City to Ferozepore Cantonment	1-10-88	2·00
						33·00
	Hussainiwala to Ferozepore Cantonment	3·50*		Hussainiwala to Ferozepore Cantonment	8-5-87	3·50*
	Pathánkot branch—			*Pathánkot branch*—		
	Amritsar *vid* Batála and Gurdáspur to Pathánkot	66·70	1,976·46	Amritsar to Dínanagar	1-1-84	51·22
				Dínanagar to Pathánkot	8-6-84	15·48
						66·70
				TOTAL MAIN LINE AND BRANCHES		1,914·16
	FRONTIER SECTION (Military)—			FRONTIER SECTION (Military)—		
	Sind-Sagar railway and Khusálgarh branch—					
	Khusálgarh branch—			*Khusálgarh branch*—		
	Golra junction to Khusálgarh	70·16		Golra junction to Langar	1-4-81	60·50
				Langar to Khusálgarh	16-4-81	9·66
				Khusálgarh, new station	13-7-83	
						70·16
	Carried over	70·16	1,976·46	Carried over		1,914·16 / 70·16

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 5·88 miles with 68lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. The Ferozepore branch is wholly fenced.	The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 326·45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. Steel rails, 64·70 miles with 62lb. flat-footed, and 2·00 miles with 68lb. double-headed rails, have been used. The whole line is fenced.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.
The line from Golra junction to Khusálgarh is constructed for a single track. The rails are flat-footed steel, 62lb. to the yard, spiked to transverse wooden sleepers, except 1·25 miles which are on steel sleepers. The Khusálgarh branch is unfenced, except at stations.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	North Western—*contd.*			Miles.		
	Brought forward		70·16	1,976·46	Brought forward	1,914·16 / 70·16
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*	
	Sind-Sagar railway—				*Sind-Sagar railway*—	
	Main line—				*Main line*—	
	Lála Músa (82·37 miles from Lahore) to Malakwál	44·97			Lála Músa to Malakwál	10-2-86 44·97
	Malakwál to Chenab west bank	294·75			Malakwál to Bhakkar	15-8-87 175·04
					Bhakkar to Chenab west bank	22-1-87 119·71
	Chenab west bank to Chenab east bank	2·49			Chenab west bank to Chenab east bank	1-2-90 2·49
	Chenab east bank to Sher Shah	2·39			Chenab east bank to Sher Shah	1-1-89 2·39
			344·60			344·60
	Branches—				*Branches*—	
	Rasul siding—				*Rasul siding*—	
	Baha-ud-din to Rasul	9·00			Baha-ud-din to Rasul	4-1-00 9·00
	Bhera branch—				*Bhera branch*—	
	Malakwál to Bhera	18·10			Malakwál to Bhera	15-3-87 18·10
	Bhaganwala branch—				*Bhaganwala branch*—	
	Haranpur to Bhaganwala	10·84			Haranpur to Bhaganwala—	
					For goods traffic	10·84
	Khewra branch—				*Khewra branch*—	
	Chalisa junction to Khewra salt mines	6·36			Chalisa junction to Khewra salt mines	15-8-87 6·36
	Khewra to Dandot	2·15			Khewra to Dandot—	
			8·51		For coal traffic	1-8-89 2·15
	Mári branch—				*Mári branch*—	
	Kundián to Miánwáli	9·00				
	Miánwáli to Mári	27·32			Kundián to Mári	15-3-92 36·32
			36·32			
	Dera Gházi Khan branch—				*Dera Gházi Khan branch*—	
	Mahmúd Kot to Gházi ghát	11·27			Mahmúd Kot to Gházi ghát	1-4-87 11·27
			94·04			94·04
	Carried over		508·80	1,976·46	Carried over	1,914·16 / 508·80

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a metre-gauge single track with 40lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60lb. to the yard, laid on wooden sleepers. The rails used on the Sind-Sagar, western section, are steel, 75lb. to the yard, 200·65 miles on steel sleepers, 0·92 mile on steel and wood mixed, and the remainder with wooden sleepers. The steepest gradient on the main line is 1 in 100. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The permanent-way on the Bhaganwala branch consists of iron flat-footed 60 lb. and double-headed 68 lb. iron rails laid on serviceable deodar, steel and ovalpot sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips. On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 0·83 mile of 1 in 60, and another 0·46 mile long of 1 in 100. The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra branch, where there are five curves of 1,000 feet radius. The earthwork is light throughout. The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the only important works are three bridges aggregating 9 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river. On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run. The Miánwáli-Mári section is laid 18·30 miles with second-hand iron rails, 60lb. to the yard, on wooden sleepers, and 9·02 miles with 75 lb. steel rails on wooden sleepers and ballasted with 8 cubic feet of shingle per foot run. The branch is unfenced throughout. The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah. The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius. On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level. Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems. The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river. The line from Haranpur to Bhaganwála was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently opened for passenger traffic. The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively. The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction. The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.*: Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·96 Miani to Bhera . . 9·11 Miani to Khewra (abandoned) . . 10·00 73·07 The dates of opening of the metre gauge line were as follows: Lála Músa to Bahá-ud-dín (28·46 miles) on the 1st January 1880.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles. Miles.	Miles.		Miles.
XI	North Western—*contd.*				
	Brought forward . .	508·80	1,976·46	Brought forward .	1,914·16 508·80
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*	
	Peshawar Jumrood Extension—				
	Peshwar to Jumrood		12·21		
	Mari-Attock—				
	Campbellpore Cantonment (new station) to Basál junction .	18·45		Campbellpore Cantonment (new station) to Basál junction . 1-4-99	18·45
	Jand junction to Daud Khel .	53·91		Jand Junction to Daud Khel . 1-4-99	53·91
		72·36*			72·36
				Total Sind-Sagar railway with branches and Khushálgarh branch	581·16
	Sind-Pishin railway—			*Sind-Pishin railway—*	
	Main line—			*Main line—*	
	Ruk junction (Point No. 5) to Bostán distant signal (Chaman extension) . . .	268·15		Ruk to Sibi—	
				For coaching traffic . 2-5-80	132·22
				For goods traffic . 1-7-80	
	Base of Bostán triangle loop . . .	0·31		Sibi to Sharigh—	
				For goods and parcels traffic 20-3-87	74·80
				For coaching traffic . 28-8-87	
	Bostán to Kila Abdulla .	38·14		Sharigh to Bostán . . 28-8-87	61·13
	Kila Abdulla to Chaman	29·40		Base of Bostán triangle loop . . .	0·31
				Bostán to Kila Abdulla—	
				For goods traffic . . 25-1-88	38·14
				For coaching traffic . 8-2-88	
				Kila Abdulla to Chaman . 1-1-92	29·40
		336·00		*Total Sind-Pishin railway* . .	336·00
	Carried over .	929·37	1,976·46	Carried over .	1,914·16 917·16

* The total length from Mári to Campbellpore Cantonment is 90·96 miles, of which 72·36 miles are new line and 18·60 miles are a part of the existing Kushálgarh branch of the North Western State railway.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class.	Bahá-ud-dín to Hariah (10·52 miles) on the 1st February 1880. Hariah to Miani (14·98 miles) on the 10th April 1880.
The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level.	Miani to Bhera (9·11 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.
The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete.	
The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.	
Somewhat extensive protective works have been carried out to train the river through the bridge.	
This line is being laid with flat-footedsteel rails, 75 lbs to the yard on deodar sleepers and will not for the present be ballasted and the formation will be only 16½′ wide.	This line is being constructed purely as a military siding for the conveyance of troops and stores.
The ruling gradient is 1 in 90 and sharpest curve 3° or 1910′ Radius.	
For the present the line will cross the Jam Nullah by a diversion at Nullah bed level.	
This is the only place on the line requiring any considerable waterway. For the rest of the way the line is practically a surface line with a few small culverts and syphons chiefly for irrigation purposes.	
This scheme completes the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan.	
The works are those of a ghat line of the heaviest class.	
There are eleven tunnels aggregating 2·27 miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet, as also other heavy bridging.	
The sharpest curve, which is 0·19 long, has a radius of 1110 feet, and is situated between 62·02 and 62·21 miles from Campbell Cantonment.	
The ruling gradient is 1 in 83 compensated and such grades occur as under: Miles. Cambellpore Cantonment to Basal . 9·37 Langar to Daud Khel . . . . 17·36 26·73	
On the Campbellpore Basál section the line is laid with 75 lbs. flat-footed steel rails 18·00 miles on wooden sleepers, 62 lbs. flat-footed steel rails 0·45 miles on steel sleepers. On the Jand-Daud Khel section the rails are 62 lb. flat-footed steel 10·36 miles on wooden sleepers, and 1·55 miles on steel sleepers, 38·55 miles of 75 lb. flat-footed steel rails on wooden sleepers, and 3·45 miles of 64 lb. double-headed steel rails on wooden sleepers.	
The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old)	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles. Miles.	Miles.		Miles.
XI	North Western—*contd.*				
	Brought forward . .	929·37	1,976·46	Brought forward .	1,914·16 / 917·16
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*	
	Mushkaf-Bolan—			*Mushkaf-Bolan railway*—	
	Sibi (Point No. 51) to distant signal	0·83		Sibi (Point No 51) to Quetta south distant signal . . (*a*) 15-4-97	86·74
	Sibi distant signal to Nari Bank .	3·98			
	Nári Bank to Kolpur . .	57·00			
	Kolpur to Quetta south distant signal	24·93			
		86·74			
	Carried over .	1,016·11	1,976·46	Carried over .	1,914·16 / 1,003·90

(*a*) The railway was utilised for the carriage of both goods and passengers for a short period in November 1896, while traffic was suspended on the Sind-Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
rails, and 84 lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden and I. M. oval pot sleepers on the 31st December 1899. From Sibi for a length of 38·87 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olphert's sleepers. Except the small portions on bridges where there are 75 lb. flat-footed steel rails on wooden sleepers. The remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel trough leepers. The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double. Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and Nákus. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42·3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman. From Nárí (459th mile from Kiámári) to Spintangi (494th mile) and from Dirgi (543rd mile) to Khanai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (610th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork. The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced. The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to Nárí Bank station, about 5 miles from Sibi and 456·78 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nári Bank, *viâ* Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli. The new line just constructed is on a completely new alignment between Nárí Bank and Kolpur, the actual length of the construction works being 57 miles. From Nárí Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viâ* Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels. On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings. Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley. Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506·35) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.	Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The re-grading of the line between Sibi and Nákus has been completed; there is now no grade on that section virtually steeper than 1 in 55. The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891. The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line. Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were sanctioned in December 1893. The line between A-bi-Gum and Kolpur is double. The Mushkaf-Bolan railway was incorporated with the North Western State railway from the 31st May 1896.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	**North Western**—*concld.*					
	Brought forward . .		1,016·11	1,976·46	Brought forward .	1,914·16 / 1,003·90
	FRONTIER SECTION (Military)—*concld.*				FRONTIER SECTION (Military)—*concld.*	
	Quetta loop—				*Quetta loop*—	
	Quetta south distant signal to Bostán (Point No. 1) . .	20·59			Quetta south distant signal to Bostán (Point No. 1) . 28-8-87	20·59
	Nari Bank to Rindli (*Rindli branch*) . . .	13·81			Nari Bank to Rindli (*Rindli branch*)	13·81
	Mithri chord (in Quetta district)	0·60			Mithri chord . . . 1-1-98	1·34
	Mithri chord (in Sukkur district)	0·74			*Total Quetta loop* . .	35·74
		35·74		1,051·85	TOTAL FRONTIER SECTION	1,039·64
					DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—	
					Kiámári to Kurrachee City 30-6-97	3·06
					Kurrachee City to Kurrachee Cantonment . . . 13-5-61	2·30
					Kurrachee Cantonment to Pipri 20-6-97	20·75
					Pipri to Kotri . . . 3-5-98	81·89
					Meean Meer East to Meean Meer West . . . 10-12-91	2·13
						110·13
					Gulistán to Chaman . . 20-9-92	36·82
					A-bi-Gum to Kolpur . . .	23·54
					TOTAL DOUBLE LINE .	170·49
	TOTAL .			3,028·31	TOTAL OPEN MILEAGE .	2,953·80
XII	**Hyderabad-Shadipalli**— Gidu Bandar on the Indus near Hyderabad to Shadipalli . .			58·91	Gidu Bandar to Shadipalli . 18-8-92	58·91

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Between Hirók and Kolpur (513·80 mile) the works are again very heavy, involving numerous heavy rock cuttings, four tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds. From Sibi to Nari Bank mile 457·05 the permanent-way consists of 75 lb. double-headed rails and Denham Olphert's sleepers. From Nari Bank, mile 457·05 to mile 461·25, 75 lb. double-headed and cast iron chairs and deodar sleepers. From mile 461¼ to mile 484·60, 75 lb. double-headed rails on Denham Olphert's sleepers. From mile 484·60 to mile 490·45, 75 lb. flat-footed rails on steel sleepers. From mile 490·45 to Kolpur, mile 414·00, 100 lb. flat-footed rails on steel sleepers, and from Kolpur, mile 414·00 to Quetta, 75 lb. flat-footed rails on steel sleepers. This section is unfenced. The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers. The works are light and the ruling gradient is 1 in 93·6. This section is unfenced. The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices AA to this report and V to Part II of the Railway Administration Report for 1892-93, respectively.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
	1/80 and less	1/81 to 1/90	1/91 to 1/100	Length.	Radii.	
North Western—	Miles.	Miles.	Miles.	Miles.	Feet.	
Lahore district (1/100)	...	...	0·21	...	...	
Rawalpindi* (1/100)	...	...	120·12	...	...	
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955	
Sind-Sagar, Main line—						
Between Haranpur and Chalisa (1/100)	...	...	0·06	...	...	
Khusalgarh branch	1·23	12·42	9·21	...	...	
Bhaganwala „ (1/100)	...	...	0·43	...	...	
Khewra „	...	1·59	0·45	...	...	
Sukkur bandar „ (1/75)	...	0·08	...	...	...	
Sind-Pishin—						
Sibi to Nákus	...	30·43	5·58	6·49	Varying from 455 to 990 ft.	
Nákus to Bostán	22·70	18·96	6·83	10·18	Varying from 500 to 980 ft.	
Bostán to Yaru	...	...	1·42	...	...	
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.	
Bostán to Quetta	...	...	5·10	0·20	Varying from 550 to 980 ft.	
Mushkaf-Bolan—						
Sibi to A-bi-Gum	...	19·46	4·20	...	...	Ruling gradient 1 in 55.
A-bi-Gum to Mach	6·96	0·13	...	0·19	846 ft.	„ 1 in 33
Mach to Kolpur	14·21	0·38	...	0·90	Varying from 900 to 955 ft.	„ 1 in 25
Kolpur to Quetta	...	...	2·70	...	...	„ 1 in 100

This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Stone ballast is used for 29·50 miles only (in five pieces). There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.	The construction of this line was sanctioned on the 5th March 1891. It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.

* Including Mari Attock.

APPENDIX

Railways constructed and

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XIII	**Oudh and Rohilkhand—**				
	Main line—				
	Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western State railway at Saháranpur junction. On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viâ* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line. On the 4th April 1898 the main line was again diverted to the chord between Benares Cantonment and Lucknow *viâ* Partabgarh further shortening the through route by 12·08 miles, Jaunpur, Fyzabad and Bara Banki being placed on the loop line and the main line mileage being		518·19	Moghal Sarai to 3·25 mile 22-12-62	3·25
				From 3·25 miles south of the Dufferin bridge to the Benares Ganges station 1-10-87	4·25
				From the Benares Ganges station to Benares Cantonment 18-6-83	1·50
				Benares Cantonment to Rae Bareli 4-4-98	138·36
				Lucknow to Rae Bareli— For goods traffic 18-10-93; For passenger traffic 26-10-93	48·56
				Lucknow to Sandíla 1-2-72	30·00
				Sandíla to Hardoi 15-7-72	33·00
				Hardoi to Sháhjahánpur 1-3-73	39·00
				Sháhjahánpur to Faríd pur 8-9-73	32·00
				Faríd pur to Bareilly 1-11-73; 2-12-73	13·00
				Bareilly to Moradabad (chord line *viâ* Rámpur) 8-6-94	56·07
				Moradabad to Nagina 8-10-84	47·25
				Nagina to Najíbabad 1-4-85	13·70
				Najíbabad to Saháranpur 1-1-86	58·25
					518·19
	Loop lines—				
	Bareilly to Ukka			Bareilly to Ukka 22-12-73	5·00
	Ukka to Aonla			Ukka to Aonla 1-11-73	11·00
	Aonla to Chandausi			Aonla to Chandausi 10-6-73	27·00
	Chandausi to Moradabad			Chandausi to Moradabad 28-10-72	27·50
					70·50
	Loop lines—				
	Bareilly to Moradabad, *viâ* Chandausi	70·50			
	Benares Cantonment to Lucknow *viâ* Fyzabad	199·03	269·53	Benares Cantonment to Sháhganj 5-1-74	56·03
				Sháhganj to Bilwái 1-5-74	7·00
				Bilwái to Málipur 17-4-74	9·00
				Málipur to Akbarpur 2-3-74	12·00
				Akbarpur to Fyzabad 10-6-73	36·00
				Fyzabad to Bara Banki 25-11-72	62·00
				Bara Banki to Lucknow 1-4-72	17·00
					199·03
	Branches—				
	Moradabad to Ghaziabad	87·05		*Ajodhya ghát branch—*	
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*)	3·22		Ránupáli to Ajodhya ghát. 15-11-86	3·22
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*)	21·52		*Bahramghat branch—* Bara Banki to Bahramghat 20-11-72	21·52
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*)	45·45		*Cawnpore branch—* Lucknow to Cawnpore 23-4-67	42·00
				Left bank Ganges to junction with the East Indian railway at Cawnpore 15-7-75	3·22
				Passenger approach to the East Indian railway at Cawnpore 21-2-88	0·23
					45·45
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*)	60·60		*Aligarh branch—* Aligarh to Rájghat 1-2-72	30·12
				Rájghat to Chandausi 28-10-72	30·48
					60·60
	Lhaksar junction (498 miles from Moghal Sarai *viâ* the chord line) to Hardwar (*Hardwar branch*)	17·06			
	Carried over	234·90	787·72	Carried over	918·51

D—*continued.*

in progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azímganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.
The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.	In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge.
The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 60 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced 19·80 miles by 60 lb. and 25·40 miles by 75 lb. steel rails on deodar and sâl sleepers, all but 0·25 mile.	
Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.	Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893.
On the northern extension, from Moradabad to Saháranpur and the Hardwar branch (with the exception of 0·03 mile laid with 60 lb. iron rails), 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.	The construction of the Moradabad-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.
The Rae Bareli-Benares branch is constructed for a single line, and is used as a chord between Benares Cantonment and Lucknow and forms the main line between these two stations. The works generally are light, the largest bridges being—	The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *vid* Chandausi being regarded as a Loop.
Sai . . . . 4 spans of 100 feet. Chamoor . . . 4 „ 60 „ Bakli . . . . 3 „ 60 „ Burna . . . . 6 „ 40 „ Murna . . . . 3 „ 40 „ Mile 76 . . . . 5 „ 20 „ Naia Nala I . . . 2 „ 40 „ Naia Nala II . . . 2 „ 40 „ Rammaga . . . 2 „ 40 „ Naia . . . . 1 „ 40 „ Spill . . . . 3 „ 20 „	The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.
Besides these, there are a number of smaller bridges and numerous irrigation drains.	Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.
The line is fenced with wire and stone posts.	
The ruling gradient is 1 in 500 and the sharpest curve is 2,865 feet.	Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.
The permanent-way consists of flat-footed steel rails 75 lb. to the yard and transverse sâl wood sleepers.	
The ballast is of kunkur throughout and is obtained locally.	
The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers.	
The whole of the Aligarh branch has been relaid with 60 lb. steel rails and with 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought iron saddle sleepers, the rest being of wood. The Ajodhya ghát branch is laid with 60 lb. steel rails and steel sleepers.	
The length of permanent-way of the different types as existing on 31st December 1899 is shown in the following table:	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles	Total mileage.	Date of opening for public traffic.	Miles.
XIII	**Oudh and Rohilkhand—*concld.***			Miles.		
	Brought forward . .		234·90	787·72	Brought forward	918·51
	Branches—concld.				*Branches*—concld.	
					Hardwar branch—	
	Najibabad junction (472·02 miles from Moghal Sarai *vid* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*) .		15·19	250·09	Lhaksar junction to left bank Ganges canal near Jawálapur . . 1-1-86	13·53
					Left bank Ganges canal near Jawálapur to Hardwar . . . 20-8-86	3·53
						17·06
					Kotdwara branch—	
					Najibabad junction to the right bank of the Koh river opposite Kotdwara 24-12-96	15·19
	TOTAL .			1,037·81	TOTAL OPEN MILEAGE .	950·76
XIV	**Eastern Bengal**—				EASTERN SECTION—	
	EASTERN SECTION—				*Main line*—	
	Main line—				Calcutta to Ránaghat . 29-9-62	45·25
	Calcutta to Jagati junction .	107·25			Ránaghat to Jagati junction 15-11-62	62·00
	Jagati junction to 145th mile .	37·82			Jagati junction to 145th mile 1-1-71	37·82
			145·07			145·07
	Branches—				*Branches*—	
	Jagati junction to river Ganges (*Kooshtea branch*) . .	3·77			Jagati junction to river Ganges (*Kooshtea branch*) . 16-2-64	3·77
	Kooshtea loop line . . .	1·17			Kooshtea loop line . . 1-8-81	1·17
	Canal junction to Chitpore (*Chitpore branch*) . .	2·00			Canal junction to Chitpore (*Chitpore branch*) . 25-8-73	1·88
	Panchooria junction to new Goalundo . . .	3·24			Portion in Chitpore yard for goods traffic . . 13-4-88	0·12
	Mile 145 to Panchooria junction	3·16			Panchooria junction to new Goalundo . . . 22-10-98	3·24
	Panchooria junction to Faridpore	16·20			Mile 145 to Panchooria junction . . . 1-4-90	3·16
	Belgáchhi to the Ganges .	2·30			Panchooria junction to Shivarampore . . 20-10-98	8·77
	Bhydea junction to Borat .	3·17			Shivarampore to Faridpore 9-4-99	7·43
	Panchooria junction to the Ganges (*Fakirabad line*) .	6·00			Belgáchhi to the Ganges—	
			41·01		For goods traffic . . 27-10-98	2·30
					Bhydea junction to Borat 7-6-97	3·17
						35·01
	Carried over .		186·08		Carried over .	180·08

D—*continuea.*

progress on the 31st March 1900.

BY THE STATE. **Standard gauge.**

Details of construction.

Rails.

Locality.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
Main line including the chord from Benares to Lucknow .	0·03	0·57	398·12	119·47	518·19
Loop Line Benares to Lucknow	0·49	34·95	163·59	...	199·03
Loop line Bareilly to Moradabad	28·67	36·41	...	5·42	70·50
Ranapali to Ajodhya ghat	0·51	2·71	...	...	3·22
Lucknow to Cawnpore . .	0·25	19·80	25·40	...	45·45
Barabanki to Bahramghát .	21·52	...	...	...	21·52
Chandausi to Aligarh . .	...	60·60	...	...	60·60
Najibabad to Kotdwara . .	15·06	0·13	...	...	15·19
Lhaksar to Hardwar . .	0·03	0·05	...	16·98	17·06
Total .	66·56	155·22	587·11	141·87	950·76

Sleepers.

Cast-iron oval bowl, and plate.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	Total.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
349·86	59·62	213·10	92·43	235·75	950·76

There are four kinds of ballast in use on the line, *viz.*, sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle.

The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers.

The line, with the exception of 19 miles, is fenced throughout with wire fencing.

There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.

With the exception of 0·50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line.

The ruling gradient on this branch is 1 in 100, of which there are five in number situate between miles 5 and 15 and aggregate 2·84 miles in length.

There are no curves under a radius of 1,000 feet.

Remarks.

Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895.

A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway joins the Oudh and Rohilkhand State railway at Sháhjahánpur, 4½ miles from Rosa station.

The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.

Orders for construction of the Rae Bareli-Benares line were issued in October 1895. Work commenced in December of the same year, and on its opening was treated as part of the main line.

Between Calcutta and Rajbari the land and earthwork and masonry for bridges were originally constructed for double line whilst the piles and right-hand girders of screw-pile bridges beyond Poradaha were made strong enough for double line. One track was originally laid throughout, but this has been doubled in 1886 to Naihati, in 1892 to Ranaghat, and in 1897 to Poradaha. The rails are double headed. They were originally iron, 74 lbs. to the yard; but iron rails 68, 72 and 85 lbs. to the yard also exist.

The iron rails have been and are being largely replaced by steel rails 30 ft. and 40 ft. long 72 lbs., 73 lbs., 74 lbs. and 75 lbs. to the yard.

The second track between Sealdah and Poradaha consists entirely of steel rails 73 lbs., and 75 lbs. per yard on Denham Olphert's sleepers.

The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868.

The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871.

The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874.

There is a branch, ½ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XIV	**Eastern Bengal**—*contd.*						
	Brought forward		186·08		Brought forward		180·08
	EASTERN SECTION—*concld.*				EASTERN SECTION—*concld.*		
	Porádaha branch—				*Porádaha branch*—		
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges	11·79			Porádaha to Bhairámára	19-1-78	11·79
	Bhairámára to Golabnuggur (Dámukdia station)	6·10			Bhairámára to Golabnuggur (Dámukdia)	8-12-83	6·10
			17·89				17·89
				203·97	*Total Eastern section*		197·97
	SOUTHERN SECTION—				SOUTHERN SECTION—		
	Original line—				*Original line*—		
	Calcutta to Port Canning	28·04			Calcutta to Champahati	2-1-62	15·00
	Junction with Eastern section	0·41			Champahati to Port Canning	15-5-63	12·79
			28·45		Junction with Eastern section	15-8-85	0·41
					Bansra Diversion	5-3-1900	0·25
							28·45
	Diamond Harbour line—				*Diamond Harbour line*—		
	Sonárpur to Magra Hát	14·85			Sonárpur to Baruipur	10-6-82	5·30
	Magra Hát to Diamond Harbour	12·69			Baruipur to Magra Hát	18-12-82	9·55
	Diamond Harbour towards Hara fort	0·42			Magra Hát to Diamond Harbour	25-4-83	12·69
			27·96		Diamond Harbour towards Hara fort	25-4-83	0·42
							27·96
	Carried over		56·41	203·97	Carried over		197·97 56·41

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

* Details of construction.	REMARKS.
The sleepers on the main line were originally creosoted pine, hardwood and sál, and on branches cast-iron bowl sleepers. Wooden sleepers have been and are being largely replaced by Denham Olphert's sleepers.	In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The survey of the Rajbari-Faridpore branch was ordered in December 1895. The construction of the line was sanctioned in February 1897 and the work started in March 1897. The Kooshtea branch has been reduced from 4 to 3·77 miles, part of it being treated as a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.
The Porádaha branch is laid with rails, 72lb. to the yard, on iron pot sleepers. The Dámukdia extension beyond Bhairamara is laid on Denham Olphert's sleepers with steel rails, 75lb. to the yard. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát. The doubling of the line between Naihati and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihati and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha Junction was sanctioned in December 1895, and completed in 1897. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia Junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895 and opened for goods traffic on 9th November 1896. It is treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballygan; which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are designed but not adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails are iron 74lb. to the yard, laid generally on wooden sleepers mixed with cast-iron bowls. A short length, 0·25 mile, has been laid with Greaves' bowls. With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73lb. to the yard, on Denham-Olphert's sleepers.	The Bahadurpur extension, 1·52 miles in length, branches off from Damukdia and is treated as a siding. It was sanctioned in January 1894 and has been used from time to time to suit Damukdia Ghât Station. The line from Calcutta to Port Canning was constructed under guarantee. The company surrendered it to Government under the provisions of the contract on the 1st April 1868. The Beliaghata station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, which had been closed, the trains of the Southern section being worked from the main station at Sealdah, was re-opened for passenger traffic on 1st October 1897. The diversion at Bansra was sanctioned in January 1900 and opened in March 1900. Orders for the Diamond Harbour survey were issued in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Miles.	Date of opening for public traffic.	Miles.
XIV	**Eastern Bengal**—*concld.*					
	Brought forward .	56·41	203·97		Brought forward .	197·97
						56·41
	SOUTHERN SECTION—*concld.*				SOUTHERN SECTION—*concld.*	
	Budge-Budge extension—				*Budge-Budge extension*—	
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66			Ballygunge to Budge-Budge—	
					For goods traffic . . 1-5-90	13·66
					For passenger traffic . 1-6-90	
			70·07		*Total Southern section* .	70·07
					DOUBLE—EASTERN SECTION—	
					Main line—	
					Calcutta to Naihâti . . 1-8-86	23·23
					21-3-87	0·26
					Naihâti to Kânchrapâra . 20-4-92	4·69
					Kânchrapâra to Rânaghat . 12-11-92	17·56
					Ranaghat to Aranghata . 7-8-97	5·50
					Aranghata to Bogoola . . 17-9-97	6·75
					Bogoola to Shibnibash . 3-11-97	6·65
					17-11-98	0·75
					Shibnibash to Ramnagar . 17-9-97	9·50
					Ramnagar to Poradaha . 7-8-97	27·58
					Canal Junction to Chitpore . 13-4-88	1·88
						104·35
					DOUBLE—SOUTHERN SECTION—	
					Main line—	
					Sealdah to Ballygunge . 20-10-88	3·50
					19-9-90	0·36
					Ballygunge to Dock Junction . . . 20-11-93	4·00
						7·86
					TOTAL DOUBLE LINE .	112·21
	TOTAL .		274·04		TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION) . . .	268·04
XV	**Calcutta Port Commissioners'**—					
	Cossipore to Chandpal Ghât, Calcutta .	4·06			Bagbazar to Cossipore . 1-6-78 .	1·14
					Bagbazar to Meerbohur Ghât 1-11-75 .	1·76
					Meerbohur Ghât to Jetties . 1-6-78 .	0·84
					Jetties to Chandpal Ghât . 1-12-80 .	0·32
					Chandpal Ghât to Kidderpore docks . . . 1-1-87 .	2·16
						6·22
	Chandpal Ghât to Kidderpore docks .	2·16				
	Shalimar branch—				*Shalimar branch*—	
	Telkul ghât road to Bhurpara khal at Shalimar	2·31			Telkul ghât road to Bhurpara khal at Shalimar . 11-12-84	2·31
	TOTAL .		8·53		TOTAL OPEN MILEAGE .	8·53

D—*continued.*

progress on the 31st March 1900.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock Junction, and for a single line only between Dock Junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, at miles 20 and 22 on the Canning branch (Bansra diversion), and miles 112, 129 and 131, Eastern section. The length of the longest one is 0·90 mile.	Sanction to the construction of the Kidderpore dock line which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension. Sanction to the construction of the double line from Ballygunge to Dock junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding. On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal State railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892.
The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and sal sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are: 1 of 1 in 80 . . . 300 feet in length, and 1 of 1 in 90 . . . 400 „ „ The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast-iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.	The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874. This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul ghât road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.	
XVI	East Coast—	Miles.	Miles.	Miles.	*Main line*—	Miles.
	Main line—				Washermenpet to Ennur .	22-2-96 7·00
	Washermenpet to Ennúr .	7·00			Ennúr to Gudur . .	23-2-99 74·60
	Ennur to Gudur . . .	74·60			Gudur to Nellore . .	1-11-88 24·24
	Gudur to Nellore . .	24·24			Nellore to Kistna Canal Junction . . .	20-12-98 154·13
	Nellore to Kistna Canal Junction . . .	154·13			Kistna Canal Junction to Bezwada . . .	15-7-97 *2·66
	Kistna Canal Junction to Bezwada	*2·66			Tadêpalli to Bezwada—	
	Tadêpalli to Bezwada . .	†2·99			For metre gauge traffic only	1-1-94 †2·99
	Bezwada station Facing Points to the distant signal of the Bezwada extension .	0·22			Bezwada station Facing Points to distant signal of the Bezwada extension . .	10-2-89 0·22
	Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line) . . .	88·58			Bezwada to the south bank of the Gódávari . .	20-2-93 88·58
	Rajahmundry to Kovvúr .	4·55			Gódávari, North to Vizianagram *vid* Waltair—	
	Gódávari North to Vizianagram *vid* Waltair . .	158·92			For goods traffic .	15-7-93 } 158·92
	Vizianagram to Parlákimedi Road	55·20			For passenger traffic .	21-8-93 }
	Parlákimedi Road to Palasa .	33·11			Vizianagram to Parlákimedi Road . . .	20-7-94 55·20
	Palasa to Berhampore-Ganjam	45·94			Parlákimedi Road to Palasa—	
	Berhampore-Ganjam to Rambha	29·56			For goods traffic .	17-12-94 } 33·11
	Rambha to Khurda Road .	61·54			For passenger traffic . .	1-4-95 }
	Khurda Road to Bhubaneshwar . . .	11·76			Palasa to Berhampore-Ganjam	1-4-95 45·94
	Bhubaneshwar to Cuttack Road (Barang) . .	10·32			Berhampore-Ganjam to Rambha—	
			765·32		For goods traffic . .	1-9-95 } 29·56
	Branches—				For passenger traffic .	15-10-95 }
	Samalkot Junction (32·50 miles from Gódávari, North) to Cocanada port (*Cocanada branch*)	10·33			Rambha to Khurda Road .	1-3-96 61·54
	Waltair Junction (125·50 miles from Gódávari, North) to Vizagapatam, including Wharf and Swamp lines (*Visagapatam branch*) .	4·97			Khurda Road to Bhubaneshwar—	
	Khurda Road (372·75 miles from Gódávari, North) to Puri (*Puri branch*) . .	25·34			For goods traffic . .	20-7-96 } 11·76
	Puri branch extension .	1·84			For passenger traffic .	1-9-96 }
			42·48		Bhubaneshwar to Cuttack Road (Barang) . .	1-2-97 10·32
					Branches—	
					Cocanada branch—	
					Samalkot Junction to Cocanada port—	
					For goods traffic .	15-7-93 } 10·33
					For passenger traffic .	21-8-93 }
					Visagapatam branch—	
					Waltair to Vizagapatam, including wharf, 0·82 mile—	
					For goods traffic .	15-7-93 }
					For passenger traffic .	21-8-93 } 4·97
					Swamp line—	
					For goods traffic .	1-10-94 }
					Puri branch—	
					Khurda Road to Puri .	1-2-97 25·34
					Puri branch extension—	
					Temporary Puri station to new Puri station.	1-6-98 1·84
		TOTAL .		807·80	TOTAL OPEN MILEAGE .	803·25
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)			5,215·40		5,043·29

* Standard gauge.
† Including 2·66 miles (mixed gauge) and 0·33 mile (metre gauge).

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
On the Waspermenpet-Ennur section, the permanent-way consists of flat-footed 75lbs. steel rails (E. C. S. Ry. pattern) with 5-holed fish plates laid on wooden sleepers. There are no gradients of 1 in 100 or less. The sharpest curve is 1,910 ft. in radius. On the Ennur-Kistna Canal section, the permanent-way consits of 75lbs. flat-footed steel rails with 4-holed fish plates laid on wooden sleepers. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet. The ruling gradient from Washermenpet to Kistna Canal Junction is 1 in 200, of which there are 56 in number, aggregating 36·89 miles in length. On the Kistna Canal, Barang section, the permanent-way consists of 75lbs. F. F. steel rails with 5-holed fishplates, 284 miles being laid with wooden and the rest with steel pea-pod sleepers. The ruling gradient is 1 in 150, of which there are 119 in number, aggregating 76·06 miles in length. There are no curves under a radius of 1,000 feet. The whole line has been constructed for a single track, except the length Waltair to Junction (mile 212·50) or a total length of 4 miles on which the bridges and earthwork are constructed for a double line. Only some of the station yards and first class level crossings are fenced on the whole line. The main line is not fenced. There are many bridges over rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40′ girders in the Gudur-Nellore section, the following is the list of some important bridges on the whole line:—	The construction of Washermenpet-Ennur section, which was sanctioned in August 1894, was carried out by the Madras Railway Company and was worked by that Company up to the 1st July 1899 when it was taken over by the State and amalgamated with the East Coast Railway. The construction of the the line from Ennur to Kistna Canal Junction was sanctioned in July 1895. The portion from Gudur to Nellore, which had been laid to metre gauge in order to utilize South Indian Railway rolling-stock, had to be widened to standard gauge. The heavy work of changing all the girders, including 111 spans of 40 feet, and rebuilding much of the masonry, was completed before the monsoon, and the conversion to standard gauge finally effected on 1st November when the East Coast Railway opened and is working the section. The survey of the section from Kistna Canal Junction to Barang, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State agency. The portion beyond Barang has been constructed by the Bengal-Nágpur Railway Company. The construction of the Puri branch was sanctioned in July 1895. Pending the completion of the Gódávari bridge, the traffic across the Gódávari river is worked by a steam ferry. This service was formerly worked by a steamer hired from the Gódávari District Board, to whom the ferry working was leased yearly by the railway; but since the railway has acquired and brought into working a flotilla consisting of 2 steamers and 10 barges of its own, it works the ferry transhipment. This is now effected by crossing wagons, with only a short break during the year.

Ennúr creeks	30	spans of	40	ft.
Swarnamukhi	22	„	„	40	„
Penner	23	„	„	70	„
	and 5	„	„	40	„
Palar *	21	„	„	40	„
Gundlakama	13	„	„	60	„
Kistna	12	„	„	300	„
Gódávari (un-open)	56	„	„	350	„
Tuni	4	„	„	100	„
Anakápalli	6	„	„	100	„
Beemasingha	5	„	„	100	„
Nellimarla	4	„	„	100	„
Lyángulya	7	„	„	150	„
Vamsadhára	19	„	„	70	„
Rushikulya	10	„	„	150	„

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XVII	**Great Indian Peninsula—**				NORTH-EAST LINE—		
	NORTH-EAST LINE—				*Main line—*		
	Main line—				Victoria terminus to Bori Bandar	1-1-82	0·19
	Bombay (Victoria terminus) to Kalyán Junction	33·38			Bori bandar to Thána	18-4-53	20·54
	Kalyán Junction to Bhusával Junction	243·89			Thána to Kalyán	1-5-54	12·65
	Bhusával Junction to Jubbulpore (point of Junction with the East Indian railway)	337·84			Kalyán to Vásind	1-10-55	16·14
			615·11		Vásind to Ásangaon	6-2-60	3·75
					Ásangaon to Kására	1-1-61	21·84
					Kására to Igatpuri (Thul ghát)	1-1-65	9·89
					Igatpuri to Násik	28-1-61	31·43
					Násik to Chálisgaon	1-10-61	87·24
					Chálisgaon to Jalgaon	6-10-62	57·48
					Jalgaon to Bhusával	20-5-63	15·01
					Bhusával to Burhánpur	20-11-65	33·91
					Burhánpur to Khandwa	3-9-66	42·79
					Khandwa to Bir	17-2-68	21·15
					Bir to Itársi	1-1-70	89·27
					Itársi to Sohágpur	1-2-70	30·69
					Sohágpur to Jubbulpore	8-3-70	121·14
							615·11
	Branches—				*Amalner branch—*		
	Chalisgaon (203·48 miles from Bombay) to Dhulia	34·84			Jalgaon to Dhrangaon—		
	Jalgaon (260·96 miles from Bombay) to Amalner	34·28			For goods traffic	20-2-00	19·00
	Bhusával Junction (277·27 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25			*Nágpur branch—*		
					Bhusával Junction to Malkápur	20-5-63	30·05
					Malkápur to Shegaon	24-10-64	32·53
					Shegaon to Badnera	18-12-65	72·67
					Badnera to Pulgaon	16-7-66	40·29
					Pulgaon to Sindi	5-11-66	38·27
					Sindi to Nágpur	20-2-67	29·44
							243·25
	Gádarváda Junction (535·33 miles from Bombay) to Gotitoria (*Mohpáni branch*)	13·54			*Mohpáni branch—*		
			325·91	941·02	Gádarváda to Mohpáni—		
					For coal traffic only	3-9-72	12·47
					For public traffic	1-1-81	
					Mohpáni to Gotitoria	22-11-96	1·07
							13·54
	SOUTH-EAST LINE—				SOUTH-EAST LINE—		
	Main line—				*Main line—*		
	Kalyán Junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway)		408·86		Kalyán to Palasdhari (Karjat)	12-5-56	30·61
					Palasdhari to Khandála (Bhore ghát)	14-5-63	13·20
					Khandála to Lonávla (Bhore ghát)	14-6-58	2·35
					Lonávla to Poona	14-6-58	39·66
					Poona to Diksál	15-12-58	64·25
					Diksál to Bársi Road	23-10-59	50·60
					Bársi Road to Mohol	20-1-60	28·32
					Mohol to Sholápur	6-6-60	20·51
					Sholápur to Gulbarga	1-2-70	70·29
					Gulbarga to the Kistna	1-12-70	73·76
					Kistna to Ráichúr	1-5-71	15·31
							408·86
	Khopoli branch—				*Khopoli branch—*		
	Palasdhari (63·71 miles from Bombay) to Khopoli		7·24		Palasdhari to Khopoli	12-5-56	7·24
				416·10			
	Carried over			1,357·12	Carried over		1,307·00

D—*continued.*

progress on the 31st March 1900.

BY GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán Junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla Junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.	The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával Junction to Malkápur towards the close of 1859.
The rails originally laid were iron weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails in the main line are 1,696·58 and 32·56 miles, respectively.	The dates of orders for the construction of other sections on the north-east line, including branches, are as follows: Thána to Persick . . . . . 28-3-51 Persick to Kalyán . . . . . 22-5-52 Kalyán to Vásind . . . . . 20-5-53 Vásind to Bhusával . . . . . 25-3-57 Bhusával to Jubbulpore . . . . 1858 Nágpur branch . . . . . 27-9-58 Mohpáni branch . . . . . 13-2-71 Mohpáni to Gotitoria 25-2-96
The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,661·38 miles of bowl sleepers and 67·76 miles of wooden sleepers on the 31st December 1899.	
The whole of the south-east line, excepting the ghât section, is laid with iron bowls.	
The line, with the exception of the Mohpáni branch, is well fenced throughout.	
The line throughout is very fully ballasted.	
The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 990 feet radius.
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{90}$.	$\frac{1}{91}$ to $\frac{1}{100}$.	
NORTH-EAST LINE—	Miles.	Miles.	Miles.	Mile.
Miles 75—84 from Bombay (Thull ghât) . . .	5·05	2·36	...	...
Miles 21—99 from Bombay .	...	...	13·55	...
„ 271—3 „ .	...	...	0·94	...
SOUTH-EAST LINE—				
Miles 64—80 from Bombay (Bhore ghât) . . .	14·26	0·46	...	...
Miles 63—64 from Bombay .	...	...	0·43	...
„ 298—376 „ .	...	...	16·65	...
„ 75—76 „ .	...	...	...	0·34

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral	13-5-54
Neral to Palasdhari	80-1-55
Palasdhari to Poona	7-7-55
Poona to Sholápur	5-10-55
Khopoli branch	30-1-55
Chalisgaon to Dhulia	15-7-97
Amalner to Jalgaon	Jany. '98

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád, Khamgaon, Amraoti, and Wardha Coal railways. The terms on which the branch lines are worked will be found in Appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XVII	**Great Indian Peninsula**—*concld.*	Miles.			Miles.
	Brought forward	1,357·12	Brought forward		1,307·00
			DOUBLE—NORTH-EAST LINE—		
			Victoria terminus to Bori Bandar	1-1-82	0·19
			Bori Bandar to Thána	18-4-53	20·54
			Thána to Kalyán	1-5-54	12·65
			Kalyán to Vásind	22-10-66	16·15
			Vásind to Átgaon	20-2-67	9·65
			Átgaon to Kására	25-4-67	15·94
			Kására to Igatpuri	1-1-65	9·89
			Igatpuri to Násik	10-1-69	31·43
			Násik to Chálisgaon	10-1-69	87·24
			Chálisgaon to Kajgaon	10-1-69	11·86
			Kajgaon to Páchora	17-3-69	16·05
			Páchora to Máheji	27-5-69	9·14
			Máheji to Bhádli	6-3-73	27·59
			Bhádli to Bhusával	6-6-73	7·84
			Bhusával to Bhusával Junction	1-7-92	1·11
			Bhusával Junction to Khandwa (Abna Junction)	11-1-89	75·12
			Bágra tunnel to Towa viaduct	1-2-70	0·74
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari	25-7-70	30·61
			Palasdhari to Khandála (Bhore ghát)	14-5-63	13·20
			Khandála to Lonávla (Bhore ghát)	14-6-58	2·61
					46·42
			DOUBLE—NÁGPUR BRANCH—		
			Bhusával Junction to Nádgaon	11-1-89	17·72
			Nádgaon to Shegaon	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE		461·92
		1,357·12	TOTAL OPEN MILEAGE		1,307·00
XVIII	**Bombay, Baroda and Central India**—				
	Main line— Miles.		*Main line*—		
	Bombay (Colába) terminus to Ahmedabad 309·64		Colába to Marine lines	18-1-70	2·00
	Extension to Viramgám Junction and Wadhwán 79·93		Marine lines to Charni Road	19-6-69	0·75
	389·57		Charni Road to Bellasis Road	13-9-68	0·75
			Bellasis Road to Bulsár	28-11-64	121·00
	Carried over	389·57	Carried over		124·50

D—*continued.*

progress on the 31st March 1900.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is double from Colába to Dahanu 78·28 miles; from Sachin to Anklesvar 40·19 miles; from Broach to Baroda 44·01 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 172·69 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles is in hand and from Anklesvar to Broach 5 miles is completed. The warren girders of the bridges have been renewed by steel plate girders. The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.	The section from Colába to Marine Lines was commenced in May 1865. The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870. The following are the dates of sanction of the remaining sections of this line: Marine Lines to Charni Road . . 1868 Charni Road to Grant Road . . May 1863 Grant Road to Dádar . . . July 1862 Dádar to 50th mile (from Colába) . 1859 50th mile (from Colába) to Surat . 1858 Surat to Ahmedabad . . . 1857 and 1859 Ahmedabad to Viramgám . . October 1870

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XVIII	**Bombay, Baroda and Central India**—*concld.*		Miles.		
	Brought forward	389·57		Brought forward	124·50
				Bulsár to Navsári . . 2-9-61	24·25
				Navsári to Sachin . . 20-5-61	9·25
				Sachin to Surat . . 18-3-61	9·00
				Surat to Amroli . . 19-11-60	2·25
				Amroli to Anklesvar . 10-2-60	28·75
				Anklesvar to the Nerbudda . . 5-12-60	5·50
				Nerbudda to Broach . 22-6-60	
				Broach to Baroda . . 9-1-61	43·75
				Baroda to Dholia . . 22-4-61	11·25
				Dholia to Mehmadabad . 3-9-62	33·25
				Mehmadabad to Ahmedabad 21-1-63	17·89
				Ahmedabad to Sábarmati 1-1-70	3·75
				Sábarmati to Sánand . 24-5-71	13·75
				Sánand to Viramgám . 30-11-71	22·75
				Viramgám to Wadhwán . 25-5-72	39·68
					389·57
	Branches—			*Branches*—	
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*) . . . . 49·21			*Godhra branch*—	
				Ánand to Dákor . . 8-4-74	16·75
				Dákor to Rukhyal . 6-1-75	1·75
				Rukhyal to Hungari . 6-12-76	9·00
				Hungari to Páli . . 29-1-77	4·71
				Páli to Godhra . . 26-2-82	17·00
					49·21
	Khárághoda in the Runn of Cutch, to Viramgám Junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*) 22·12			*Pátri branch*—	
				Khárághoda to Viramgám . . . 12-5-73	22·12
		71·33			
				DOUBLE—MAIN LINE—	
				Colába to Marine lines . 18-1-70	1·91
				Marine lines to Charni Road . . . 19-6-69	0·71
				Charni Road to Bellasis Road . . . 13-9-68	1·29
				Bellasis Road to Máhim . 20-7-65	5·44
			460·90	Máhim to Bándra . . 23-2-66	1·07
				Bándra to Santa Cruz . 23-5-66	1·83
				Santa Cruz to Andheri . 29-8-67	2·71
				Andheri to Bháyndar . 27-4-85	13·33
				Bháyndar to Virár . . 1-10-85	10·34
				Virar to Palghar . . 1-12-97	19·28
				Palghar to Dahanu . . 17-1-98	20·37
				Sachin to Kánkra Khári 4-7-87	6·36
				Kánkra Khári to Surat . 5-6-68	2·72
				Surat to Amroli . . 9-10-67	2·19
				Amroli to Sayan . . 25-5-98	6·43
				Sayan to Kim . . 1-10-98	6·33
				Kim to Anklesvar . . 11-12-99	16·16
				Broach to Miyagam . 15-10-99	25·42
				Miyagam to Itola . . 15-9-97	7·82
				Itola to Baroda . . 7-6-95	10·77
				Bárejadi to Ahmedabad 2-6-87	10·21
				TOTAL DOUBLE LINE .	172·69
	TOTAL .		460·90	TOTAL OPEN MILEAGE .	460·90

D—*continued.*

progress on the 31st March 1900.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails and cast iron pots. On the Ahmedabad-Viramgám section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	
On the double line from Virar to Dahanu, Amroti to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and based four-holed chairs and ballasted with stone and gravel ballast. On the double line from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast iron pot sleepers and ballasted with gravel ballast. On the double line Itola to Baroda 69lb. double-headed steel rails are laid on cast iron pot sleepers and ballasted with gravel ballast. The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwán there are 37 miles of cactus and 43 miles of wire. The ruling gradient on the main line is 1 in 500 of which there are 63 in number aggregating 97·87 miles in length. The formation and earthwork of the Godhra branch are for a single line; the rails are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails have been renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (8 miles) and partly with wire (41 miles). The ruling gradient on the Godhra branch is 1 in 200 of which there are 7 in number aggregating 4·05 miles in length. The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers with sand ballast. On this branch 2 miles of road are being renewed annually with 50lb. steel rails. This branch is unfenced. The ruling gradient on the Pátri branch is 1 in 300, of which there are 4 in number aggregating 0·74 miles in length. There are no curves under a radius of 1,000 feet. The length and situation of gradients up to 1 in 100 are shown in the statement below :—	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant. The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively. The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98 and in Appendix M to Part II of the Railway Administration Report for 1893-94, respectively. The Rajputana-Malwa State railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 197 and 198 from Bombay	...	0·06
„ „ 259 and 260 „	...	0·13
Godhra branch, miles 301 to 304 from Bombay	1·32	...
Godhra branch, miles 315 and 316 from Bombay	...	0·05

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XIX.	Madras—			Miles.	South-west line—		Miles.
	South-west line—				Main line—		
	Main line—	Miles.	Miles.		Madras to Veyasarpaudy	7-4-73	2·16
	Madras to Veyasarpaudy Junction	2·16			Veyasarpaudy to Arcot	1-7-56	63·22
	Veyasarpaudy Junction to Arkonam Junction	40·25			Arcot to Katpadi	7-5-57	14·96
	Arkonam Junction to Calicut	370·73			Katpadi to Gudiyattam	19-5-58	15·36
			413·14		Gudiyattam to Ambur	16-1-60	17·01
					Ambur to Vaniyambadi	1-2-60	9·98
					Vaniyambadi to Tiruppattur	23-5-60	14·19
					Tirupattur to Salem	1-2-61	69·98
					Salem to Sankaridrug	1-12-61	23·68
					Sankaridrug to Podanur	12-5-62	71·18
					Podanur to Pattambi	14-4-62	64·96
					Pattambi to Kuttippuram	23-9-61	11·50
					Kuttippuram to Tirur	1-5-61	9·39
					Tirur to Kadalundi	12-3-61	16·31
					Kadalundi to Calicut	2-1-88	9·26
							413·14
	Branches—				Branches—		
	Veyasarpaudy Junction to Rayapuram (*Rayapuram branch*)		2·16		Rayapuram branch—		
	Rayapuram to Beach		1·04		Veyasarpaudy to Rayapuram	1-7-56	2·16
	Walajah Road (Arcot) to Ranipet		4·17		Rayapuram to Beach	22-1-1900	1·04
	Bangalore branch—				Walajah Road to Ranipet	17-4-99	4·17
	Jalarpet Junction (132 miles from Madras) to Bangalore Cantonment	84·37					7·37
	Bangalore Cantonment to Bangalore City	3·05			Bangalore branch—		
			87·42		Jalarpet Junction to Bangalore Cantonment	1-8-64	84·37
	Podanur Junction (301·72 miles from Madras) to Mettupalaiyam at the foot of the hills (*Nilgiri branch*)		25·75		Bangalore Cantonment to Bangalore City	1-7-82	3·05
	Olavakkot (332·07 miles from Madras) to Palghat town (*Palghat branch*)		2·47				87·4
	Calicut to Azhikal		59·76		Nilgiri branch—		
			182·77	595·91	Podanur Junction to Coimbatore	1-2-73	3·78
	North-west line—				Coimbatore to Mettupalaiyam	31-8-73	21·97
	Main line—						25·75
	Arkonam Junction (42·41 miles from Madras) to Guntakal	232·88			Palghat branch—		
	Guntakal to Raichur (point of junction with the Great Indian Peninsula Railway)	75·40			Olavakkot to Palghat	2-1-88	2·47
			308·28		North-west line—		
					Main line—		
					Arkonam to Nagari	4-3-61	17·27
					Nagari to Puttur	8-12-61	9·59
					Puttur to Renigunta	15-9-62	14·46
					Renigunta to Reddipalle	1-10-64	38·02
					Reddipalle to Cuddapah	1-9-65	39·59
					Cuddapah to Muddanuru	1-8-66	34·31
					Muddanuru to Tadpatri	1-9-68	32·07
					Tadpatri to Gooty	1-8-69	29·72
					Gooty to the Tungabhadra river	12-12-70	75·33
					Tungabhadra to Raichur	31-3-71	17·92
							308·28
					Double south-west line—		
					Madras to Veyasarpaudy Junction	7-4-73	2·16
					Veyasarpaudy Junction to Perambur	7-2-74	1·30
					Perambur to Avadi	1-5-77	9·54
					Avadi to Tiruvallur	20-7-77	12·89
					Tiruvallur to Arkonam	28-8-77	16·52
					Total double line		42·41
	Total			904·19	Total open mileage		844·43
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE)			27,22·21			2,612·33

D—*continued.*

progress on the 31st March 1900.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension and, in a few isolated instances on the main line. The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull headed steel rails 30 feet long and weighing 76lb. to the yard are now used.	Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpaudy Junction and the Central Station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch.
The section between Madras and Arkonam, 42·41 miles, is double.	The extension of the south west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1⅛ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.
The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857.	The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.
Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails 76lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.	The following are the dates of sanction of the remaining sections of the south-west line, including branches:—
	Madras to Veyasarpaudy . April 1868. Veyasarpaudy to Arkonam . Between July 1853 and Feb. 1854. Arkonam to Kadalundi . Between Feb. 1854 and May 1857. Rayapuram branch . . July 1853. Bangalore „ . . 1862 and Mar. 1881. Nilgiri „ . . 17th Aug. 1870. Palghat „ . . 4th Jan. 1887. Ranipet „ . . 9th Dec. 1897. Azhikal „ . . 6th May 1897.
The whole line is fenced.	The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State Railway, but was subsequently made over to the Madras Railway Company.
There are no curves under a radius of 1,000 feet.	The Bellary branch, from Guntakal Junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st Febuary 1887.
	The dates of sanction of the various sections of the north-west line are as follows:—
	Arkonam to mile 64 from Madras . . . 23-6-59. Mile 64 „ 87 „ . . . 3-1-60. „ 87 „ 108 „ . . . 31-1-61. „ 108 „ 130 „ . . . 26-5-63. „ 130 „ 172 „ . . . 18-11-63. „ 172 „ 192 „ . . . 20-7-63. „ 192 „ 203 „ . . . 22-7-65. „ 203 „ 233 „ . . . 8-5-65. „ 233 „ 245 „ . . . 21-5-65. „ 245 „ 256 „ . . . 25-5-66. „ 256 „ 267 „ . . . 22-6-66. „ 267 „ 278 „ . . . 31-7-67. „ 278 „ 288 „ . . . 20-11-67. „ 288 „ 294 „ . . . 4-3-67. „ 294 „ 305 „ . . . 3-12-68. „ 305 „ 314 „ . . . 27-5-68. „ 314 „ 325 „ . . . 24-9-68. „ 325 „ 334 „ . . . 23-8-69. „ 344 to Raichur „ . . . 22-9-69.

The statement below shows the length and situation of gradients up to 1 in 100:—

Section of line.	Length of gradients.	
	1/81 to 1/80	1/81 to 1/100
	MILES.	MILES.
South-west line—		
Between 187·33 and 196·40 miles from Madras	1·34	4·11
„ 223·87 and 241·06 „ „ „	...	3·59
„ 305·88 and 319·73 „ „ „	5·36	2·90
„ 353·48 and 366·57 „ „ „	...	3·99
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras	6·32	3·17
„ 147·60 and 191·14 „ „ „	...	18·98
„ 215·10 and 218·74 „ „ „	0·88	1·60
Nilgiri branch—		
Between 316·19 and 325·67 miles from Madras	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras	...	1·63
„ 72·77 and 76·68 „ „ „	0·75	2·02
„ 96·62 and 97·79 „ „ „	0·80	0·37
„ 137·54 and 138·36 „ „ „	...	0·82
„ 152·16 and 158·49 „ „ „	...	4·49

APPENDIX

Railways constructed and in

Standard gauge. **ASSISTED**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XX	**Delhi-Umballa-Kalka—**			
	Delhi on the East Indian railway, *vid* Karnál and Umballa, to Kalka	162·23	Delhi to Kalka . . 1-3-91	162·23
XXI	**Tarkessur—**			
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district . . .	22·23	Seoraphuli to Tarkessur . 1-1-85	22·23
XXII	**South Behar (Luckeeserai-Gya)—**			
	Luckeeserai to Gya	78·83	Luckeeserai to Gya . . .	78·83

D—*continued.*

progress on the 31st March 1900.

COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 3·98 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:	The Delhi-Umballa-Kalka Railway Company was formed in January 1889. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	1/80 & less.	1/80	1/81 to 1/100
	Miles.	Miles.	Miles.
Between 149 and 154·98 miles from Delhi	...	3·29	0·85
Between 154·98 and 160·47 miles from Delhi	5·78	...	...

The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.
The line traverses a comparatively flat country with small isolated rocky hills at intervals. The three most important rivers crossed are the Phulgu (18 spans of 100 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (16 spans of 60 feet). The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid half with cast-iron chairs and timber sleepers and half with Denham-Olphert's sleepers. The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated. The line is being fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills has been used throughout.	The South Behar line connects with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian Railway at Gya, and is worked by the East Indian Railway on behalf of the South Behar Company, under an agreement printed in Appendix L, Part II of the Railway Administration Report for 1895-96.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XXIII	**Southern Punjab (Delhi-Samásata)—**	Miles.	Miles.			Miles.
	Delhi *vid* Bhatinda to Samásata .	399·80		Delhi *vid* Bhatinda to Samásata	10-11-97	399·80
	Delhi Brewery to Delhi . .	0·79				
			400·59			
	Branch—			*Branch—*		
	Narwana to Kaithal		23·38	Narwana to Kaithal—		
				For goods traffic .	1-2-99 }	23·38
	TOTAL .		423·97	For passenger traffic .	8-3-99 }	
						423·18
XXIV	**Hardwar-Dehra—**					
	Hardwar to Dehra		32·05	Hardwar to Dehra . .	1-3-1900	32·05
XXV	**Tapti Valley—**					
	Kankra Khari to Amalner		155·77	Kankra-Khari to Vyára—		
				For goods traffic .	1-12-98 }	35·91
				For passenger traffic .	3-1-99 }	
				Vyára to Chinchpada .	10-7-99	36·55
				Chinchpada to Nándurbar	8-10-99	25·20
				Nándurbar to Dondaiche	11-11-99	21·44
				Dondaiche to Nardána—		
				For goods traffic .	25-11-99 }	19·78
				For passenger traffic .	15-3-00 }	
				Nandána to Amalner .	15-3-00	16·89
						155·77
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE). . .		875·08			874·29

D—*continued.*

progress on the 31st March 1900.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges are for a single line. The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar. The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samásata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samásata where there are considerable depressions in the country between the sand hills. For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals. The Ghaggar is the only river crossed and for this 22 spans of 40 feet girders have been provided, the openings being at four places in 1¼ miles. In the main channel the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored. The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Tohana, and from manufactured brick ballast. There are no gradients steeper than 1 in 333 and of this only 165 miles near Delhi between miles 941 and 944 from Kurrachee.	The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line, with the exception of the Kaithal branch, was sanctioned on the 21st August 1895; the branch was sanctioned on the 17th March 1898. The line is worked and maintained by the North Western State railway. The indenture for the construction of the Kaithal branch will be found in Appendix N to this Report.
The line has been constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges over the first 16 miles, after which the country is easy, except for a mile on each side of Ré Nadi. The two largest bridges are of 9 spans of 40 feet over the Motichur and of 7 spans of 60 feet over the Suswa. The ruling gradient is 1 in 75 of which there are 15 in number, aggregating 8·92 miles, and the sharpest curve 1,273 feet radius.	The line is being worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company, the Managing Agents of the Hardwar-Dehra Branch Railway Company, "Limited," under an agreement the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1896-97.
The line is being constructed for a single track. The permanent-way will consist of 70lb. flat-footed rails and creosoted pine and teak sleepers. The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 30 or 1,910 feet.	The line has been constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and is being worked as part of their standard gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897, and the whole length has been inspected and opened for public traffic with the sanction of Government on 15th March 1900. The indentures will be found in Appendices P and Q to Part II of the Railway Administration Report for 1896-97.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXVI	Khámgaon— Miles.	Miles.	Miles.
	Jalamb Junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon .	7·55	Jalamb to Khámgaon . . 4-3-70 7·55
XXVII	Amráoti—		
	Badnera Junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . .	5·44	Badnera to Amráoti . . 16-2-71 5·44
XXVIII	Bína-Goona Bárán—		
	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Goona .	71·71	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station to Goona . . 23-9-95 71·71
	Goona-Bárán extension—		
	Goona to Bárán	73·48	From centre of Goona Station (mile 216—3402 ft.) to centre of Bárán Station (mile 290—697ft). 15-5-99 73·48
		145·19	145·19

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track with a formation of 16 feet. It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68lb. iron rails and cast-iron pot sleepers. One quarter of the line is ballasted with broken stone, and the rest with gravel. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 miles. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced. The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	The dates of order for survey and construction are as follows: *Date for survey.* — 8th April 1870. *Dates for construction.* — 7th June 1869. 11th June 1870. These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.
The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers. There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The line is fenced throughout. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 125, of which there are 7 in number on the Bína-Goona line, aggregating 3·95 miles in length. The country for the first part passed through is difficult there being a sudden descent from the Central India plateau; but the latter portion, the Kotah section, is easy going. The main works are some 6 miles of very heavy ghât work with 50 feet banks and cuttings now completed; and the Parbatti bridge, 11 spans of 100 feet girders. Other large bridges are the Betli, 3-60 feet girders, the Andheri 5-60 feet girders and the Lhassi 3-40 feet girders. The ruling grade is 1 in 125, there being a continuous run of 6¼ miles on this grade down the Goona ghâts. The sharpest curve is 1 degree or over one mile radius. A temporary terminus is being formed at Bárán pending decision as to further extension. The permanent-way consists of 75lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bína-Goona railways, have been utilized on the Gwalior section. The line will be ballasted throughout, but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found; sand stone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1·30 feet, 2·20 feet and 2·12 feet girders. Platforms 1 foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided, and at Bárán a rest-house has been built.	This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97. This line is an extension of the Bina-Goona branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah states under Agreements the terms of which will be found in Appendices V, W and X to this Report. Sanction was accorded to the commencement of earthwork in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897. Rails were laid into Bárán by June 1898, but owing to the undue delay in receipt of girders the road was not laid over the Parbatti bridge till March 1899. It was opened for traffic on the 15th May 1899. A further extension of this system to Marwar Junction and Ajmer is under survey.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXIX	**Bhopal-Ujjain—**		Bhopal to Ujjain—
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	113·27	For goods traffic . 11-11-95 For passenger traffic . 11-4-96 } 113·27
V and XXX	**Bhopal-Itársi—**		
	Main line—		*Main line—*
	Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal . . . . 57·11		Itársi to Hoshangabad . 1-6-82 10·89 Hoshangabad to Bhopal . 18-11-84 46·22 57·11
	Branch—		*Branch—*
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . 0·28	57·39	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . 11-11-95 0·28 57·39
XXXI	**The Nizam's Guaranteed State—**		
	Main line—		*Main line—*
	Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *viâ* Secunderabad to the south-east frontier . . . . . 310·09		Wádi Junction to Secunderabad and to junction of new line 9-10-74 115·45 Junction of new line to Warangal . . . 8-4-86 87·47 Warangal to Dornakal . . 1-1-88 51·91 Dornakal to Bona Kálu . . 5-8-88 31·72 Bona Kálu to British frontier .10-2-89 23·54 310·09
	Carried over . 310·09		Carried over . 310·09

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers. There are six large bridges on the line: Parbati 5 spans of . . . 100 feet. Niwaj 5 „ „ . . . 100 „ Bari-Kalis-Sind 6 „ „ . . . 100 „ Lakhundar 4 „ „ . . . 60 „ Greater Tilar 8 „ „ . . . 60 „ Choti-Kali-Sind 6 „ „ . . . 60 „ The line is fenced only at, and in the vicinity of, stations, towns, and important level-crossings. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 150 and aggregates 31·88 miles in length.	The construction of this line was sanctioned in November 1892. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not started until the end of April 1893. The line was constructed jointly by the Gwalior and Bhopal States; but is worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to Part II of the Railway Administration Report for 1896-97.
The line has been laid for a single track with 62lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 92lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot sleepers. Up to the end of 1899, 14·25 miles have been relaid with Indian midland railway 80lb. rails. The line is wholly fenced. There are no curves under a radius of 1,000 feet. The steepest gradients are noted below: SECTION OF LINE — LENGTH OF GRADIENTS. — 1/81 to 1/80: Miles. 6·77 — 1/81 to 1/100: Mile. 0·83 Budni-Barkhera	The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively. The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itârsi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.
The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track. About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 22½ miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers 2½ miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66¼lb. flat-footed steel rails on steel pea-pod sleepers.	The dates of orders for survey and construction of the Wadi-Secunderabad section are 30th October 1869 and 25th March 1871, respectively. The Government of the Nizam provided the capital, and the British Government constructed the line. The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XXXI	**The Nizam's Guaranteed State**—*concld.*	Miles.		Miles.
	Brought forward . 310·09		Brought forward . 310·09	
	Branches—		*Branches*—	
	Husain Ságar Junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*) . . . . . 3·54		*Hyderabad branch*— Husain Ságar to Hyderabad 9-10-74	3·54
	Dornakal to Singareni Coal-fields (*Mineral branch*) . . . 16·50		*Mineral branch*— Dornakal to Singareni Coal-fields 1-1-88	16·50
		330·13		330·13
XXXII	**Nagda-Ujjain**— Nagda [459·62 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	34·32	Nágdá to Ujjain . . 15-7-96	34·32
XXXIII	**The Gaekwar's Petlád**— Ánand [269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway] to Petlád	13·35	Ánand to Petlád . . 5-5-90	13·35

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers, and is constructed for a single track. The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·60 miles and occurs between Secunderabad and the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1880, The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State Railway.
The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputan-Malwa railway. The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 17 in number aggregating 10·20 miles, and the sharpest curve and angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.	This line was sanctioned for construction on the 17th and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company, under an agreement the terms of which will be found in Appendix R to this Report.
The rails used are flat-footed steel, 66½lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length.	The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXIV	**Kolar Gold-fields—**		
	Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam	10·00	Bowringpet to Marikuppam. 1-6-94 10·00

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The permanent-way consists of Madras railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{81}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company under an agreement the terms of which will be found in Appendix K to Part II of the Railway Administration Report for 1896-97.

APPENDIX

Railway constructed and in

Standard gauge. **LINES OWNED BY NATIVE STATES**

No.	Name of the line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles.
XXXV	Petlad—Cambay—		
	Petlad to Cambay	20·75	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)	724·28*	703·53*

* Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section), which has been included in "Total State lines worked by companies (standard gauge)."

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The ruling gradient is 1 in 200 of which there are 2 in number aggregating 1·10 miles in length. There are no curves under a radius of 1,433 feet. The permanent way will consist of 66½lb flat-footed steel rails on creosoted pine sleepers and gravel ballast. The line will not be fenced except round station yards.	The line will be constructed and worked by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda and Cambay Durbars, who will provide funds for its construction.

APPENDIX

Railways constructed and in

Standard gauge. **LINES OWNED BY NATIVE STATES AND**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		
XXXVI	**Rájpura-Bhátinda—**			
	Rájpura (179 miles from Delhi on the North Western State railway, main line) *viâ* Patiála to Bhátinda	107·05	Rájpura to Patiála . . 1-11-84 Patiála to Bhátinda . . 13-10-89	15·77 91·28
				107·05
XXXVII	**Jammu and Kashmir—**			
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . .	15·92	Frontier of the Kashmir State to the left bank of the Tawi river . . . 15-3-90	15·92
XXXVIII	**Ludhiana-Dhuri-Jakhal—**			
	Ludhiana *viâ* Dhuri to Jakhal . . .	79·61		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	202·58		122·97

D—*continued.*

progress on the 31st March 1900.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	REMARKS.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western State railway under an agreement the terms of which will be found in Appendix AA to Part II of the Railway Administration Report for 1898-99.
The ruling gradient is 1 in 250 of which there are two in number aggregating 1·61 miles in length. There are no curves under a radius of 1,000 feet. The permanent-way will consist of standard 75lb. flat-footed steel rails with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings.	The line will be constructed and worked by the North Western State Railway on behalf of the Maler Kotla and Jhind Darbars who will provide funds for its construction. The agreement was executed on the 6th September 1899 and will be found in Appendix DD to this Report.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XXXIX	**Bengal and North-Western*—**	Miles.	Miles.	TIRHOOT SECTION—		Miles.
	TIRHOOT SECTION—			*Main line—*		
	Main line—			Semaria ghât to Dalsinghsarai	1-5-83	22·55
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah	145·87	145·87	Dalsinghsarai to Samastipur	1-11-75	14·75
				Samastipur to Mozufferpore	24-2-77	32·00
				Mozufferpore to Motiharee	1-2-83	49·57
				Motiharee to Bettiah . .	20-12-83	27·00
						145·87
	Kosi extension—			*Kosi extension—*		
	Samastipur to Bháptiáhi . 76·92			Samastipur to Durbhunga .	1-11-75	23·00
	Bháptiáhi to Pratápganj . 14·00			Durbhunga to Jhanjharpur .	1-2-83	24·00
	Pratápganj to Khanwa ghât . 8·00			Jhanjharpur to Ghoghardiha—		
		98·92		For goods traffic . .	8-4-86	13·00
				For passenger traffic .	6-5-86	
				Ghoghardiha to Nirmala—		
				For goods traffic . .	8-4-86	6·92
				For passenger traffic .	1-11-86	
				Nirmala to Bháptiáhi—		
				For goods traffic .	15-11-87	10·00
				For passenger traffic .	1-1-88	
				Bháptiáhi to Pratápganj—		
				For goods traffic . .	1-10-88	14·00
				For passenger traffic .	1-1-89	
				Pratápganj to Khanwa ghât	14-11-90	8·00
						98·92
	Bairagnia branch—			*Bairagnia branch—*		
	Durbhunga to Dheng . . 57·00			Durbhunga to Sitamarhi—		
	Dheng to Bairagnia (*fair weather line*) . . . . 3·51			For goods traffic . .	1-7-90	42·00
		60·51		For passenger traffic	1-11-90	
				Sitamarhi to Riga—		
				For goods traffic . .	1-1-91	6·00
				For passenger traffic .	2-11-91	
				Riga to Dheng—		
				For goods traffic . .	1-7-91	9·00
				For passenger traffic .	2-11-91	
				Dheng to Bairagnia—		
				For goods traffic . .	1-3-92	3·51
				For passenger traffic .	15-3-92	
						60·51
	Jainagar branch—			*Sonepore branch—*		
	Sakri (74·25 miles from Semaria ghât) to Jainagar . .	30·47		Mozufferpore to Hajeepore	26-10-84	31·25
	Sonepore branch—			Hajeepore to Sonepore—		
	Mozufferpore to Sonepore (point of junction with the Company's section) .	34·61		For goods traffic . .	1-8-87	3·36
				For passenger traffic .	25-4-87	
						34·61
	Hajeepore branch—			*Hajeepore branch—*		
	Hajeepore to Hajeepore ghât .	1·89		Hajeepore to Hajeepore ghât	26-10-84	1·89
	Hajeepore-Katihar Extension—			*Hajeepore-Katihar Extension—*		
	Hajeepore to Bachhwara . 44·25			Brauni Junction to Thana Bihpur	1-3-00	66·17
	Brauni Junction to Katihar . 119·00					
		163·25		*Monghyr branch—*		
				Sahebpoor Kamal to Monghyr ghât . . .	7-3-00	7·00
	Monghyr branch—			*Total Tirhoot section* .		414·97
	Sahebpoor Kamal to Monghyr ghât .	7·00	396·65			
	Carried over .		542·52	Carried over .		414·97

*Although for convenience classed amongst State railways, the Company's section of

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid partly with iron rails 40lb. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sâl and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank, opposite Barh to Durbhunga, in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *vid* Bajitpur and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. With the opening of the section from Pratápganj to Khanwa ghât the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharághât on the Kosi branch of the Eastern Bengal State railway.
The Bairagnia branch is laid with second-hand iron rails 60lb. to the yard, received from the North Western State railway, the sleepers used being of pyinkado wood from Burma.	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	* Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XXXIX	**Bengal and North Western—*contd.***					
	Brought forward		542·52	Brought forward		414·97
	COMPANY'S SECTION—			COMPANY'S SECTION—		
	Main line—			*Main line*—		
	Sonepore, opposite Patna, *vid* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya	238·60		Sonepore to Mankapur	15-1-85	218·50
				Mankapur to Nawábganj	2-4-84	14·00
				Nawábganj to Ajodhya	1-12-84	6·10
						238·60
	Loop line—			*Loop line*—		
	Sonepore to Bunwárchak	9·34		Sonepore to Bunwárchak	15-1-85	9·34
	Branches—			*Branches*—		
	Gorakhpur to Uska bazar (*Uska bazar branch*)	39·58		*Uska bazar branch*—		
				Gorakhpur to Uska bazar	15-12-86	39·58
	Mankapur to Naipálganj Road (*Naipálganj Road branch*)	88·98		*Naipálganj Road branch*—		
				Mankapur to Bahraich	2-4-84	55·00
				Bahraich to Naipálganj Road	15-12-86	33·98
						88·98
	Chupra to Revelganj (*Revelganj branch*)	7·34		*Revelganj branch*—		
				Chupra to Revelganj—		
				For goods traffic	15-4-91	7·34
				For passenger traffic	15-5-91	
	Gonda to Jarwal Road (*Bahramghát branch*)	28·05		*Bahramghát branch*—		
				Gonda to Colonelganj—		
				For goods traffic	29-10-91	17·75
				For passenger traffic	1-2-92	
				Colonelganj to Jarwal Road	1-2-92	10·30
						28·05
	Jarwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (*Burhwal branch*)	10·02		*Burhwal branch*—		
				Jarwal Road to west bank Gorga river	18-12-96	2·63
				Gogragháț to Ganeshpur	24-12-98	3·27
				Chawkaghât to Burhwal	24-11-96	4·12
						10·02
	Gonda *vid* Bálrampur to Tulsipur (*Tulsipur branch*)	41·00		*Tulsipur branch*—		
				Gonda to Balrampur	15-12-96	22·00
				Balrampur to Tulsipur	1-6-98	19·00
						41·00
	Nánpára to Katarnian ghât (*Katarnian ghát branch*)	42·08		*Katarnian ghât branch*—		
				Nanpara to Mohinpurwa	15-12-96	15·00
				Mohinpurwa to Katarnian ghât	25-3-98	27·08
						42·08
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*)	29·91		*Turtipur branch*—		
				Bhatni to Turtipur	15-12-96	17·14
				Salempur to Barhaj	1-12-97	12·77
						29·91
		286·96	534·90			
			542·52			
	Carried over		534·90	Carried over		414·97 / 534·90

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge

Details of construction.	REMARKS.
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882.
	From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee.
	The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.
The line is laid with 41½lb steel rails on sleepers of sâl and creosoted pine, and is well ballasted throughout.	
It is generally unfenced, except in front of villages and on each side of level-crossings and near stations.	
On this line (including the Tirhoot section) there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.	On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer.
	The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch, 36 miles, from Gorakhpur to Bánsi.
	During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889.
	The construction of the Bahramghât branch was sanctioned in November 1889.
	Communication across the Ganges between Dighaghât station of the East Indian railway and Paleza ghât station of the Bengal and North Western railway is maintained by means of a steam ferry.
	The wagon ferry of the Bengal and North Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North Western and Tirhoot railways.
	The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895.
	The working of the Tirhoot railway was taken over by the Bengal and North Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
	Bengal and North Western—*concld.*					
	Brought forward . .		542·52	Brought forward .		414·97
			534·90			534·90
	COMPANY'S SECTION—*concld.*					
	Ganges-Gogra Doab lines—			*Ganges-Gogra Doab lines—*		
	Turtipur to Benares . . .	82·26		Tartipur to Mau . .	8-6-98	24·20
	Mau to Shahganj . . .	60·15		Mau to Benares—		
	Kopaganj Road to Chand-deara Ghât	66·61		For goods traffic . .	15-3-99	58·06
				For passenger traffic .	5-4-99	
	Revelganj to Manjhi Ghât .	3·71		Mau to Azamgarh—		
	Aunrihar to Ghâzipur . .	28·37		For public traffic . .	8-6-98	27·15
		241·10		Kopaganj Road to Ballia—		
			776·00	For goods traffic . .	15-3-99	37·61
				For passenger traffic .	15-4-99	
				Ballia to Chand-deara Ghât—		
				For public traffic . .	12-5-99	29·00
				Revelganj to Manjhi Ghât .	1-4-99	3·71
				Aunrihar to Ghazipur—		
				For goods traffic . .	15-3-99	28·37
				For passenger traffic .	5-4-99	
						208·10
				Total Company's section		743·00
	TOTAL .		1,318·52			1,157·97

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XL	**Lucknow-Bareilly section (Rohilkund and Kumaon)—**			*Main line—*	
	Main line—			Lucknow to Sitapur .	15-11-86 55·00
	Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) .	198·55		Sitapur to Lakhimpur .	15-4-87 28·50
	Bareilly grain siding . . .	1·75		Lakhimpur to Gola Gokaran Náth	15-12-87 21·50
			200·30	Gola Gokaran Náth to Pilibhit	1-4-91 57·55
	Dudhwa branch—			Pilibhit to Bhojeepura .	15-11-84 24·00
	Mailáni (118 miles from Lucknow) to Dudhwa	26·00		Bhojeepura to Bareilly .	12-10-84 12·00
	Dudhwa to Sonaripur . . .	4·87		Bareilly grain siding—	
			30·87	For goods traffic . .	1-4-94 1·75
				Dudhwa branch—	
				Mailáni to Sárda . .	1-1-93 15·00
				Sárda to Sohela—	
				For goods traffic . .	10-3-93 8·50
				Sohela to Sonaripur—	
				For goods traffic . .	18-3-94 7·37
	TOTAL . .		231·17		231·17
XLI	Rajputana-Malwa—			Jumna east bank to Agra cantonment . . .	1-1-76 3·07*
	STANDARD GAUGE.			RAJPUTANA SECTION.	
	Junction of East Indian railway, Agra (Jumna east bank), to the limit of Agra cantonment .		3·07*	*Main line—*	
				Delhi to Rewári—	
	METRE GAUGE.			For salt traffic only .	14-2-73 } 51·25
	RAJPUTANA SECTION.			For passenger traffic .	1-7-73 }
	Main line—			Rewári to Alwar . .	15-9-74 46·25
	Delhi to Bándikui (junction with the Agra branch) .	135·25		Alwar to Bándikui . .	7-12-74 37·75
	Bándikui to Ajmer . .	139·75		Bándikui to Dausa . .	20-4-74 17·75
	Ajmer, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway	304·75		Dausa to Jaipur . .	12-10-74 38·00
			579·75	Jaipur to Phulera . .	1-3-75 34·25
				Phulera to Ajmer . .	1-8-75 49·75
				Ajmer to Beáwar . .	15-5-78 32·25
				Beáwar to Haripúr .	12-8-79 21·00
				Haripúr to Sojat Road .	20-10-80 20·50
				Sojat Road to Pálanpur .	1-1-81 148·00
				Pálanpur to Ahmedabad .	15-11-79 83·00
					579·75
					3·07
	Carried over .	579·75	3·07	Carried over .	579·75

* These 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge, where a mixed gauge is laid.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½lb steel rails, with the exception of the old Oudh and Rohilkhand railway 60lb steel rails between Daliganj and Lucknow Junction, and sâl, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch, and at stations. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below:— $\frac{1}{81}$ to $\frac{1}{80}$ . . . . 1·57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 „ A curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0·63 mile.	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891. The Bareilly grain siding was sanctioned for construction on the 24th March 1892. The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The Lucknow-Gola Gokaran Náth and the Pilibhit-Bareilly sections, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36lb and 40lb to the yard, laid on transverse deodar and creosoted pine sleepers. The 36lb iron rails have nearly all been replaced by 41½lb steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50lb section, which has already been used in relaying 544½ miles of the length between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follows:— *Dates for survey.* Delhi and Agra to Nusseerabad . . . 17-5-69 Ajmer to Ahmedabad . . . . . 1-11-72 Khandwa to Indore . . . . . 8-4-70 Indore to Neemuch . . . . . 6-3-71 Neemuch to Nasirabad . . . . 3-11-71 Rewári to Hissar . . . . . 10-3-81 Hissar to Ferozepore . . . . . 13-9-81.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
XLI	Rajputana-Malwa—*continued.*						3·07
	Brought forward		579·75	3.07	Brought forward		579·75
	RAJPUTANA SECTION—*concld.*				RAJPUTANA SECTION—*concld.*		
	Branches—				*Farukhnagar salt branch*—		
	Garhi Harsaru Junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*)	7·75			For salt traffic only . 14-2-73 For passenger traffic . 1-7-73		7·75
	Bándikui to Agra fort (*Agra branch*)	94·64*			*Agra branch*—		
	Agra fort to Jumna east bank	1·50			Bándikui to Bhurtpore .	20-4-74	60·50
	Phulera Junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50			Bhurtpore to Agra fort—		
	Extension of Sámbhar branch to Japog	4·50			For goods traffic . 11-8-73 For passenger traffic . 20-10-73		34·14*
	Extension of Sámbhar branch across the lake to Gudha, and thence *viâ* Kuchámán Road to Jhowra	17·00			Agra fort to Jumna east bank	1-1-76	1·50
	Kankaroola siding	1·25			Sámbhar lake salt branch	1-3-75	4·50
	Additional salt sidings in the Sámbhar lake	5·02			Japog extension	Oct. 76	4·50
			136·16		Extension of Sámbhar branch to Jhowra .	20-12-79	17·00
					Kankaroola siding .	15-2-81	1·25
					Additional salt sidings in the Sámbhar lake .	1-9-91	5·02
							136·16
				715·91	*Total Rajputana section* .		715·91
					DOUBLE-RAJPUTANA SECTION.		
					Agra branch—		
					Agra fort to Agra Cantonment—		
					For goods traffic . 11-8-73 For passenger traffic . 20-10-73		1·14
	MALWA SECTION.				MALWA SECTION.		
	Main line—				*Main line*—		
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore	86·94			Khandwa to Sanáwad .	1-2-74	34·25
	Indore, *viâ* Fatehabad Junction, Rutlam, Jaora and Mandsaur, to Neemuch	156·48			Sanáwad to Mortakka .	1-4-74	3·50
	Neemuch to Ajmer	148·85			Mortakka to Choral .	20-1-75	20·50
			392·27		Choral to Mhow .	1-1-78	15·69
					Mhow to Indore .	3-8-76	13·00
					Nerbudda bridge .	5-10-76	...
					Indore to Fatehabad .	3-8-76	25·23
					Fatehabad Junction to Rutlam .	11-7-78	48·75
					Rutlam to Jaora .	25-2-80	20·50
					Jaora to Mandsaur .	8-4-80	31·75
					Mandsaur to Neemuch .	2-7-80	30·25
					Neemuch to Nimbahera .	10-3-81	16·40
					Nimbahera to Chitorgarh	19-3-81	17·65
					Chitorgarh to Nasirabad .	1-12-81	100·65
					Nasirabad to Ajmer .	14-2-76	14·15
							392·27
					Ujjain branch—		
	Ujjain branch—				Fatehabad to Ujjain .	3-8-76	12·00
	Fatehabad Junction (24·50 miles from Indore) to *Ujjain*	12·00			Ujjain branch extension across the Sipra river to Ujjain city .	1-3-84	2·88†
	Extension of Ujjain branch across the Sipra river to Ujjain city	2·88†					14·88
			14·88		*Total Malwa section*		407·15
				407·15			3·07
				3·07			
	Carried over			1,123·06	Carried over		1,123·06

* Of this length, 1·14 miles are double.
† Includes 2·10 miles B. G. lines from Sipra Junction to Station opened in 1899.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.

The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively.

The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers.

The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmer.

The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section.

The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and paritculars of curves under a radius of 1,000 feet are given below:

Section of line.	Length of gradient.	Curves under a radius of 1,000 feet.	
	1/100	Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmer station-yard	0·14	c...	...
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.
418·75 „ „	...	0·09	716 feet.
458·25 „ „	...	0·19	955 „
Agra branch—			
West end of Jumna bridge	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru.	2·60	...	...
Mile 7·35 „ „	...	0·21	700 feet.

The ruling gradient on the Delhi-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.

With the exception of the bridging, the works on the Sindia-Neemuch section are light.

The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge.

The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:

Section of line.	Length of gradients.			Curves under a Radius of 1,000 feet.	
	1/150	1/80	1/100	Length.	Radii.
Main line—	Miles.	Mile.	Miles	Miles.	
Between 322 and 323 miles from Ajmer	...	...	0·59	...	...
„ 323 and 326·66 „ „	3·43	...	...	...	...
„ 326·66 and 326·86 „ „	...	0·20	...	...	...
„ 326·86 and 386 „ „	...	...	15·20	...	...
„ 323 and 342 „ „	...	...	...	3·68	Varying from 600 feet to 900 feet.
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad	...	...	...	0·31	955 feet.

The ruling gradient on the Khandwa-Ajmer section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·40 miles in length, respectively.

Remarks.

Dates for construction.

Delhi Rewári section and Salt branch	1-3-70
Rewári to Bándikui	14-8-72
Agra to Phulera	20-10-71
Phulera to Sámbhar	8-4-73
Phulera to Ajmer	9-4-73
Ajmer to Nasirabad	14-4-74
Sámbhar to Japog	14-7-75
Ajmer to Nasirabad	4-9-76
Sámbhar extension to Jhowra and extension of Japog siding	15-5-78
Khandwa to Indore	8-1-72
Indore to Rutlam, with branch to Ujjain	29-10-73
Rutlam to Neemuch	5-10-77
Neemuch to Nasirabad	30-4-79
Rewári to Hissar	13-9-81
Hissar to Ferozepore	8-10-82
Extension of Ujjain branch to Ujjain City	6-12-82

The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.			
			Miles.	Miles.				Miles.
XLI	Rajputana-Malwa—*concld.*			3·07				3·07
		Brought forward		1,123·06		Brought forward		1,123·06
	CAWNPORE-ACHNERA SECTION.				CAWNPORE-ACHNERA SECTION.			
	Main line—				*Main line*—			
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·01			Cawnpore to Kanauj	15-12-80	49·51	
	Farukhabad to Háthras Road Junction	101·00			Kanauj to Farukhabad	1-2-81	36·50	
	Háthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00			Farukhabad to Kásganj	14-4-84	67·00	
	Jumna bridge and approaches	1·00			Kásganj to Háthras	1-7-84	34·00	
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	22·33			Háthras to Muttra	19-10-75	29·00	
			239·34		Jumna bridge	1-7-84	1·00	
	Branches—				Muttra to Achnera	7-11-81	22·33	
	Mandhana to Brahmávart (*Brahmávart branch*)	5·00					239·34	
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00			*Branches*—			
	Muttra to Brindaban (*Brindaban branch*)	7·32			Brahmávart branch	10-11-85	5·00	
			21·32	260·66	Soron branch	4-1-85	9·00	
	REWÁRI-FEROZEPORE RAILWAY.				Brindaban branch	26-8-89	7·32	
	Main line—M. G.						21·32	
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Faridkot) to Kot Kapura	212·77			*Total Cawnpore-Achnera section*			260·66
	Fázilka branch—M. G.				REWÁRI-FEROZEPORE RAILWAY.			
	Kot Kapura (212·50 miles from Rewári) to Fázilka	50·00		262·77	*Main line—M. G.*			
					Rewári to Hissar—			
	Standard gauge, Ferozepore to Bhatinda	54·59			For goods traffic	20-3-83	89·00	
	TOTAL S. G.			54·59	For passenger traffic	1-5-83		
	TOTAL M. G.			1,646·49	Hissar to Sirsa—			
	TOTAL MIXED GAUGE			3·07	For goods traffic	1-1-84	50·50	
					For passenger traffic	1-3-84		
					Sirsa to Kot Kapura	1-10-84	73·27	
							212·77	
					Fázilka branch—M. G.			
					Kot Kapura to Fázilka	1-1-85	50·00	
					Total Rewári-Ferozepore railway			262·77
					Standard gauge, Ferozepore to Bhatinda—			
					For through traffic	15-6-99	54·59	
							54·59	
							1,646·49	
							3·07	
XLII	Pálanpur-Deesa—				Pálanpur to Deesa—			
	Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa			17·28	For goods traffic	8-11-93	17·28	
					For passenger traffic	25-11-93		

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard. The line from Farukhabad to Háthras Road has been laid with 41½lb Bessemer steel rails. The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½lb steel rails. The bridge over the Jumna consists of 7 spans of 150 feet on stone piers. The Muttra-Achnera section has been laid with steel rails 41½lb to the yard. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations. The ruling gradient on the Brahmávart branch is 1 in 150 and aggregates 0·38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878. The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882. The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881. The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883. The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878. The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888. The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.
No engineering difficulties were encountered on the Rewári-Ferozepore line. The rails are mainly of steel, 41½lb to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 110 miles of main line and at stations. The Fázilka branch is laid with 41½lb steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. Conversion of the M. G. line from Ferozepore to Kot Kapura to standard gauge and the construction of the standard gauge line through to Bhatinda was sanctioned on September 1898.
This line is constructed for a single track with substructure suitable for standard gauge. The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line. The line traverses an easy country, and there have been no engineering difficulties. The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken lime stone ballast at the Palanpur end. The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.	The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLIII	**Southern Mahratta—**			
	Main line—		*Main line—*	
	Portuguese frontier near Dhárwár *viâ* Guntakal and Nandyál to Tadêplli	509·97	Frontier to Castle Rock . 3-2-88	3·63
			Castle Rock to Deuli . . 15-6-87	2·75
			Deuli to Dhárwár . . 24-1-87	56·00
			Dhárwár to Hospet . . 1-7-85	101·25
			Hospet to Bellary . . 24-3-84	40·51
			Bellary to Guntakal . . 16-5-87	29·99
			Guntakal to Nandyál . . 11-7-87	90·25
			Nandyál to Cumbum . . 15-6-90	63·18
			Cumbum to Tadêpalli . 3-10-89	122·41
				509·97
	Branches—		*Harihar branch—*	
	Hubli to Harihar (*Harihar branch*) . . . . 81·00		Hubli to Harihar (temporary station) . . . 18-10-86	81·00
			Temporary station to permanent station . . 21-2-89	
			Bijápur branch—	
	Gadag to Hotgi (*Bijápur branch*) . . . 173·08		Gadag to Hotgi—	
			For goods traffic . . 1-8-84	173·08
			For passenger traffic . 15-9-84	
	Londa to Poona (*Poona branch*) 277·99		*Poona branch—*	
			Londa to Belgaum . . 21-3-87	33·00
			Belgaum to Miraj . . 22-12-87	85·01
			Miraj to Koregaon . . 2-5-87	76·00
			Koregaon to Ghorpuri . 18-11-86	83·07
			Ghorpuri to Poona . 4-10-90	0·91
				277·99
	Carried over .	1,042·04	Carried over .	1,042·04

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb rails. The line is only partially fenced. The following are the large girder bridges:	The line from Hotgi *viâ* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company. The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887. The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.

	Spans.	Feet.
Main line—		
Hagari	34 of	64
Tungabhadra	38 „	60
Burra Nalla	10 „	60
Banni Nalla	9 „	60
Kondia	9 „	60
Dorapillay	2 „	40
	1 „	20
	1 „	100
Doratangi	3 „	100
Dorabhani	2 „	150
	1 „	250
	1 „	66½
Budicherla	6 „	66½
Gundlacam	11 „	60
Mile 439¾	8 „	40
Colair mile 448	8 „	40
Harihar branch—		
Wardha	15 „	60
Tungabhadra	16 „	60
Bijápur branch—		
Bhima	14 „	150
Gunki	8 „	40
Don	8 „	100
Kistna	21 „	150
Malprabha	12 „	100
Poona branch—		
Nira	12 „	50
Yerla	10 „	60
Kistna	14 „	150
Jagnoor	11 „	30
Ghatprabha	45 „	40
Márkándyae	5 „	60
Malprabha	1 „	100
	3 „	40
	5 „	20

Main line—

The following are the tunnels and covered ways on this line:

Bear's rock	581 feet.
Castle rock	1,356 „
Covered way	312 „
Nulla-Mulla hills	1,560 „

The Ghát incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.

The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100.

On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.

Poona branch—

The following are the tunnels and covered ways on this line:

Covered way at mile 265½	566 feet.
Tunnel No. 1 „ 264½	545 „
„ „ 2 „ 259½	611 „
„ „ 3 „ 214½	503 „

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLIII	**Southern Mahratta—*concld.***			
	Brought forward .	1,042·04	Brought forward .	1,042·04
	TOTAL .	1,042·04		1,042·04
XLIV	**Guntakal-Mysore frontier—**			
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	Guntakal to Dharmavaram— For goods traffic . . 1-3-92 / For passenger traffic . 10-6-92	62·95
			Dharmavaram to Hindúpur . 23-4-93	49·28
			Hindúpur to Mysore frontier 17-9-93	7·27
				119·50
XLV	**Mysore section (Southern Mahratta)—**			
	Mysore *vid* Bangalore to Gubbi . 139·75		Mysore to Mandya . . 25-2-82	27·75
	Gubbi to Harihar . . . 156·25		Mandya to Channapatna . 20-3-81	23·25
	TOTAL .	296·00	Channapatna to Bangalore . 1-2-81	34·75
			Bangalore to Tumkur . . 11-8-84	43·00
			Tumkur to Gubbi . . 26-12-84	11·00
			Gubbi to Birur . . . 12-8-89	76·57
			Birur to Harihar . . 21-2-89	79·68
				296·00

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.*	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
MAIN LINE—	Miles.	Miles.	Miles.	
Between miles 0 and 3	2·96	...	...	...
„ „ 3½ and 508¼	...	132·06	...	...
„ „ 0 and 5	...	...	2·11	800 feet.
„ „ 234 and 483	....	...	11·98	Varying from 603 feet to 955 feet.
POONA BRANCH—				
Between miles 1 and 276½	...	108·73	...	...
„ „ 21½ and 21¾	...	...	0·17	955 feet.
„ „ 210 and 277¼	...	...	10·06	Varying from 600 feet to 907 feet.
HARIHAR BRANCH—				
Between miles 0 and 80	...	28·08	...	...
BIJÁPUR BRANCH—				
Between miles 0 and 165¾	...	53·74	...	...

On the Guntakal-Dharmavaram section, the permanent-way consists of 41½lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:—

	Spans.		Feet.
Pennér	11	of	150
Thada Kalairu	8	„	64
Penna Mairu	14	„	64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{100}$ †	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 312¾	...	26·75	...	...
„ 63	...	...	0·07	600 feet.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893. The line is worked by the Southern Mahratta railway.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41½lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$ ‡	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 296	...	...	120·52	...	...
„ „ 210 and 296	...	45·41	...	...	...
„ „ 210¾ and 293¾	...	...	...	5·02	Varying from 660 feet to 990 feet.

The dates of orders for survey and construction of the Mysore railway are as follows:

Date for survey.	*Dates for construction.*
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

* Ruling gradient 1 in 40 between miles 0 and 3 on the ghats, the rest of the line is on a ruling gradient of 1 in 100.
† „ „ 1 in 100 throughout.
‡ „ „ 1 in 70 „

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLVI	**South Indian—**	Miles.	Miles.			Miles.
	MADRAS-TUTICORIN SECTION—			MADRAS-TUTICORIN SECTION—		
	Main line—			*Main line—*		
	Madras (Beach Joint) to Tuticorin (Foreshore)	446·80		Madras (Beach Joint to Beach, old)	15-1-00	0·33
				Madras Beach, old to Park zero	1-1-79	1·60
				Madras (Park zero) to Tindivanam	1-9-76	76·05
				Tindivanam to Cuddalore old town	1-1-77	52·09
				Cuddalore old town to Porto Novo	1-1-77	17·15
				Porto Novo to Chidambaram	1-10-78	6·73
				Chidambaram to Coleroon	1-7-79	4·58
				Coleroon to Shiyali	1-1-78	6·06
				Shiyali to Máyavaram	1-7-77	12·24
				Máyavaram to Tanjore	15-2-77	43·76
				Tanjore to Trichinopoly Junction	11-3-62	31·14
				Trichinopoly Junction to Madura	1-9-75	96·04
				Madura to Tuticorin	1-1-76	98·71
				Tuticorin to Foreshore	7-8-99	0·41
						446·80
	Branches—			BRANCHES—		
	Chingleput (37·16 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*)	39·25		*Arkonam branch—*		
				Chingleput to Wálajábád	1-8-80	13·66
				Wálajábád to Conjeeveram	1-1-81	7·94
				Conjeeveram to Arkonam	8-5-65	17·65
						39·25
	Villupuram (101·13 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*)	16·47		*Pondicherry branch—*		
				Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river	15-12-79	16·47
	Tanjore (220·50 miles from Madras) to Nagore (*Nagore branch*)	52·83		*Nagore branch—*		
				Tanjore to Tiruvallúr	2-12-61	33·83
				Tiruvallúr to Negapatam	15-7-61	14·33
				Negapatam to Nagore	1-12-99	4·67
						52·83
	Trichinopoly (251·65 miles from Madras) to Erode Junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*)	87·41		*Erode branch—*		
				Trichinopoly Junction to Fort	11-3-62	2·52
				Trichinopoly Fort to Karúr	3-12-66	44·65
				Karúr to Kodumudi	1-7-67	16·70
				Kodumudi to Erode	1-1-68	23·54
						87·41
	Madura to Toni Terai	91·33				
	Mutanandal to Sivaganga	9·00				
	Maniyáchi (427·98 miles from Madras) to Tinnevelly (*Tinnevelly branch*)	18·23		*Tinnevelly branch—*		
				Maniyáchi to Tinnevelly	1-1-76	18·23
	Tinnevelly Quilon (Travancore branch) (British section) mile 00 to mile 47·77	103·33*				
	Cuddalore old town to Wharf (*Wharf branch*)	1·54		*Wharf Branch—*		
				Cuddalore Old town to Wharf	7-8-99	1·54
	Carried over	362·53	446·80	Carried over		662·53

* Tinnevelly Quilon (Travancore branch) (Native State section) 56·86 miles deducted from total.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way.	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows:—Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karûr, July 1879; Karûr to Erode, December 1879.
The original undertaking between Negapatam and Erode, 166·45 miles, was laid between Negapatam and Trichinopoly with rails 68lb to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb bull-headed rails, the following alterations have been made. Out of Negapatam, 12·72 miles have been relaid with the 50lb rails on pot sleepers and between Tanjore and Trichinopoly (31·04) the same permanent-way has taken the place of the 68lb rails. From mile 12·72 out of Negapatam to Tanjore (35·44 miles) the creosoted pine sleepers have been replaced by cast-iron pots. Out of 87·41 miles on the Erode Branch, 10·00 miles have been relaid with 52lb bull-headed rails on the same pots, the remaining 77·41 miles remain as originally laid.	The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge.
	A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge.
The Negapatam Branch has been extended to Nagore 4·68 miles laid with 68lb second class double headed iron rails on sal-wood sleepers.	The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode and Tinnevelly.
The main line from the Beach at Madras to Tuticorin has, with the exception of 0·31 mile through Tanjore station, been completely relaid with 50lb rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40·3lb rails on creosoted pine sleepers.	The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879.
From Conjeeveram to Arkonam the original 35lb rails and wooden sleepers have been replaced with 50lb rails and pot sleepers.	The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.
The Pondicherry and Tinnevelly branches and the remainder of the Arkonam Branch are still laid with the 40·3lb and 41¼lb rails on wooden sleepers.	This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.
The whole of this part of the system is fenced.	
The Tanjore-Pulliarpatti quarry extension is laid with 68lb double-headed iron rails and pynkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0·44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0·15 mile.	The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 23·71 miles, has been converted to the standard gauge and was handed over to the Bezwada-Madras railway on the 1st November 1898.
On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyár, Palar and Chitrávati rivers.	On the 1st January 1891 the South Indian Railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway.
The rails are of steel, flat-footed, 41¼lb to the yard (except for 15·43 miles south of the Chitrávati, which has been laid with 40lb second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are laid in sidings.	The South Indian Railway Company works, under agreement, the portion (7·84 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.
The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92.	
On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway.	
The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-footed, 41¼lb. to the yard, laid partly on Denham-Olphert's cast-iron sleepers, and partly on steel transverse sleepers of the pea-pod pattern.	
The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Renigunta.	
This branch, including the Native State section, is being constructed for a single metre gauge line. The ruling	The construction of the Eastern section of the line between Paramakudi and Mandapam was commenced in

APPENDIX

Railways constructed and in

Metre gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
	Brought forward	362·63	446·80		Brought forward		662·53
XLVI	South Indian—*concld.*						
	MADRAS-TUTICORIN SECTION—						
	Branches—				*Capper Quarry Branch*—		
	Junction to Capper Quarry with main line to buffer end (*Capper Quarry branch*)	0·86			Junction with main line to Capper Quarry	15-4-00	0·86
	Tuticorin to Buffer end of Senanducolam	2·14			*Tuticorin Salt Branches*— Tuticorin to buffer end of Senanducolam salt siding	12-11-99	2·14
	Junction of Senanducolam salt siding to buffer end of Lenengapuram (*Salt branch*)	0·25			Junction of Senanducolam salt siding to buffer end of Lenengapuram	12-11-99	0·25
		365·78	446·80	812·58	*Total, Madras-Tuticorin section*		665·78
	VILLUPURAM-DHARMAVARAM SECTION—				VILLUPURAM-DHARMAVARAM SECTION—		
	Main line—				*Main line*—		
	Villupuram (101·13 miles from Madras on the South Indian railway) to Dharmavaram (380·37 miles from Madras on the South Indian railway)		279·18		Villupuram to Tiruvannámalai	17-11-90	41·80
					Tiruvannámalai to Pákala	18-3-91	96·55
					Pákala to Váyalpád	1-1-92	46·69
					Váyalpád to Dharmavaram— For goods traffic	1-3-92	94·14
					For passenger traffic	20-3-92	
							279·18
	Branch—				*Nellore branch*—		
	Pákala to Gudur (*Nellore branch*)		84·10		Pákala to Tirupati west	18-3-91	25·05
					Tirupati to Gudur	15-9-87	59·05
			363·28	363·28			84·10
					.....		
					.....		
					Total. Villupuram-Dharmavaram section		363·28
	TOTAL			1,175·86	TOTAL OPEN MILEAGE		1,029·06

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. **Metre gauge.**

Details of construction.	REMARKS.
gradient from Tinnevelly to Shenkottah is 1 in 100, from Shenkottah to Tenmali 1 in 60, from Tenmali to Ponalur 1 in 50, and from Ponalur to Quilon 1 in 100. It is proposed to lay the road with 50 lb rails on cast iron pot sleepers. The country in the British territory between Tinnevelly and Shenkottah is moderately easy; the Tambraparni river is the only one of importance crossed. From Shenkottah to Ponalur the line traverses through a very moutainous country the work on which will be very heavy. At the Ariankavu pass will be a tunnel 2,600 feet in length and at Camp Gorge two minor ones. From Ponalur to Quilon the country traversed is very undulating, and the work will be fairly heavy. The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under :—	July 1899 and on the remaining portion between Madura and Paramakudi in January 1900. The British section of this branch forms part of the undertaking of the South Indian Railway Company (Limited). The construction of the British portion between Tinnevelly and Shenkottah was sanctioned on 15th May 1899, and work started in July 1899, but is confined for the present to the first 26 miles out from Tinnevelly. The re-survey of the line between Shenkottah and Quilon through the Travancore territory is nearly completed and work will shortly begin on that length. The Travancore Durbar granted a loan of 7 lakhs in 1899, which will be repaid as soon as the debentures have been raised. The capital for the construction of this branch will be raised by the South Indian Railway Company (Limited) by debentures, the Government of India guaranteeing the interest payable on capital spent in British territory, and the Travancore Durbar similarly paying the interest due for the capital expended in their State. When complete the line will be worked under agreement by the South Indian Railway Company (Limited).

SECTION OF LINE.	Lengths of gradients ($\frac{1}{81}$ to $\frac{1}{100}$).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
„ 314·97 „ 321·57 „ „	3·58	...
ARKONAM BRANCH—		
Between 56·90 and 57·10 miles from Madras	...	0·20
„ 73·59 „ 74·15 „ „	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 miles from Madras	1·73	...
„ 323·62 „ 331·27 „ „	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
„ 134·66 „ 145·91 „ „	2·33	...
„ 162·24 „ 369·84 „ „	88·94	...
„ 198·49 „ 198·79 „ „	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
„ 288·96 „ 310·98 „ „	1·43	...

This branch is being constructed for a single metre gauge line, the girder bridges being built to carry standard gauge girders in the event of the line being converted to that gauge.
The ruling gradient is 1 in 200.
It is proposed to lay the road with 50 lb rails on cast iron pot sleepers.
The country through which the line runs is very flat, no large rivers are crossed, the chief bridging being over feeder channels from the Vaigai river to the village tanks.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLVII	**Máyavaram-Mutupet—**			
	Máyavaram (176·74 miles from Madras on the South Indian railway) to Mutupet . .	54·08	Máyavaram to Mutupet . .	2-4-94 54·08

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second-hand 40lb flat-footed iron and 41½lb steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet. The second-hand rails are being replaced by 41½ lb steel rails of which 4·50 miles have now been laid.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds. The railway crosses the Negapatam branch of the South Indian Railway at Tiruvallúr. The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888. The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present. A survey of the further extension of the line from Adirampatnam to Avadaiyarkoil was sanctioned on 20th January 1899, and completed in November 1899. The line is worked by the South Indian railway under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1897-98. On the 1st January 1900 the Tanjore District Board took over the Government interest of the line and thereby became the sole owners of the railway.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLVIII	**Assam-Bengal—**		
	Main line—		*Main line—*
	Chittagong Port to Chittagong 1·87 Chittagong to Tinsukia . 570·72 — 572·59		Chittagong Port to Chittagong— For goods traffic . . 3-11-95 1·87 Chittagong to Feni . . 1-7-95 56·90 Feni to Comilla— For goods traffic . . 1-7-95 } 39·10 For passenger traffic . 15-9-95 } Comilla to Akhaura— For goods traffic . . 1-1-96 } 29·41 For passenger traffic . 1-2-96 } Akhaura to Karimganj*— For goods traffic . . 4-12-96 } 115·00 For passenger traffic . 1-1-97 } Karimganj to Badarpur*— For goods traffic . . 4-12-96 } 12·00 For passenger traffic . 1-12-97 }
	Branches—		
	Láksám to Chandpur . . . 31·62 Badarpur to Silchar . . . 18·62 Lumding to Gauháti . . . 112·93 —	735·76	Badarpur to Dámchara— For goods traffic . . 23-4-99 18·50 272·78
			Branches—
			Láksám to Chandpur— For goods traffic . . 1-7-95 } 31·62 For passenger traffic . 15-9-95 }
			Badarpur to Katta Khal— For goods traffic . . 13-6-98 6·27 Katta Khal to Silchar— For goods traffic . . 8-11-98 12·35 18·62
			Gauháti to Jamuna Mukh . 1-1-97 74·50 Jamuna Mukh to Lanka . 2-1-99 19·00 Lanka to Lumding temporary station— For goods traffic . . 1-3-99 16·23 109·83
			Lumding (temporary station) to Lumding— For goods traffic . . 20-2-00 3·10
			TOTAL OPEN MILEAGE . 435·95

* Closed for repairs after the earthquake of 12th June 1897 and re-opened as follows :

Akhaura to Srimangal	20-7-97
Srimangal to Kalaura	24-7-97
Kalaura to Karimganj	8-8-97
Karimganj to Badarpur	18-10-97

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers. Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 8 spans of 60 feet. Section III, which includes the main line from Lumding to Tinsukia Junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing. The line, where already laid, is for a single track with 50lb rails on sál and pynkado sleepers, and this will be done on the rest of the line. On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet. On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. Section I. The 360 feet jetty at Chittagong was completed, and formally opened. Section II. The earthwork in the 8th division is completed and on the 9th, 10th and 11th divisions well in hand. Tunnels on the 8th division were completed and satisfactory progress was made with all other works on the section considering the exeptionally wet season and the restriction of funds towards the close of the year. Section III. On this section the open line (112·43 miles) from Gauháti to Lunding is now open for traffic. The work on the 16th and 17th divisions is approaching completion, and good progress was made on the 15th division. The survey of the 18th division was completed and the work sanctioned, but owing to restriction of funds was not commenced.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2·72	6·99	4·24	Varying from 573 feet to 955 feet.
9th ,,	9·68	5·22	3·55	9·96	
10th ,,	0·05	11·85	4·38	9·46	
11th ,,	...	10·45	4·48	9·75	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLIX	Burma—	Miles.	Miles.			Miles.
	Irrawaddy line—			*Irrawaddy line*—		
	Rangoon to Prome	161·00		Rangoon to Prome	2-5-77	161·00
	Sittang line—			*Sittang line*—		
	Rangoon to Toungoo	166·00		Rangoon to Pegu—		
				For goods traffic	4-2-84	46·25
				For passenger traffic	26-2-84	
				Pegu to Pyuntaza—		
				For goods traffic	4-2-84	41·75
				For passenger traffic	10-7-84	
				Pyuntaza to Nyaunglebin—		
				For goods traffic	4-2-84	5·00
				For passenger traffic	1-8-84	
				Nyaunglebin to Toungoo	1-7-85	73·00
				Total Sittang line		166·00
	Suburban lines	9·00		*Suburban lines*—		
				For goods traffic	1-3-80	6·00
					15-7-90	3·00
				Total Suburban lines		9·00
				Mandalay line—		
				Main line—		
	Mandalay line—			Toungoo to Thawutti—		
	Main line—			For goods traffic	1-5-88	44·00
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay	220·00		For passenger traffic	11-7-88	
				Thawutti to Pyinmana—		
				For goods traffic	1-5-88	15·00
				For passenger traffic	26-9-88	
				Pyinmana to Yaméthin—		
				For goods traffic	15-11-88	49·00
				For passenger traffic	1-3-89	
				Yaméthin to Mandalay	1-3-89	112·00
						220·00
	Branches—			*Branches*—		
				Meiktila branch—		
	Thazi to Myingyan	70·10		Thazi to Meiktila Cantonment	10-5-93	12·89
				Meiktila to Myingyan	15-11-99	57·21
				Mandalay shore branch—		
	Mandalay to Mandalay shore (*Mandalay shore branch*)	2·50		Mandalay to Mandalay shore—		
			292·60	For goods traffic	April 1889	2·50
				Total Mandalay line		292·60
	Mu Valley line—			*Mu Valley line*—		
	Main line—			*Main line*—		
	Sagaing (on the right bank of the Irrawaddy) to Myitkyina	331·29		Sagaing to Shwebo	1-7-91	53·05
				Shwebo to Wuntho—		
				For goods traffic	4-4-92	99·46
				For passenger traffic	15-3-93	
				Wuntho to Nankan	1-11-94	15·46
				Nankan to Mohnyin	21-10-95	74·35
				Mohnyin to Mogaung—		
				For goods traffic	1-3-96	52·34
				For passenger traffic	16-7-97	
				Mogaung to Myitkyina—		
				For goods traffic	1-1-98	36·63
				For passenger traffic	10-2-99	
						331·29
	Carried over	331·29	628·60	Carried over		628·60 / 331·29

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Irrawaddy line is laid with steel rails, 50lb to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb steel rails for 90 miles, 41¼lb steel for 29 miles and 40lb iron for 33 miles. The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Pyinbongyi (62 miles), the remaining 104 miles being laid with rails, 41¼ lb to the yard, on pyinkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line. The permanent-way on the Mandalay line consists of 50lb flat-footed steel rails, with deep web fish-plates of Bessemer steel. The ballast is either shingle or broken stone. *Bridges*—	The dates of orders for survey and construction are as follows : *Dates for survey.* — *Dates for construction.* Rangoon to Prome — 16-10-69 — 25-9-74 Rangoon to Toungoo — 17-8-74 — 23-5-81
Spans. Feet. Swa river . . . . . 3 of 100; 1 „ 40 Nagalike . . . . . 3 „ 100; 2 „ 40 Sinthe . . . . . 4 „ 100 Samôn . . . . . 1 „ 150; 2 „ 40 Panloung . . . . . 5 „ 60 Myitngè . . . . . 4 „ 150; 2 „ 40 Mu . . . . . 4 „ 100; 2 „ 40 Meza . . . . . 3 „ 100; 10 „ 40 Namkwin . . . . . 2 „ 60; 6 „ 40 Namyin . . . . . 1 „ 100; 6 „ 40 Mogaung . . . . . 5 „ 100; 9 „ 40 Namti . . . . . 3 „ 60; 4 „ 40 Namkwi . . . . . 1 „ 100; 6 „ 40 Meiktila lake (Timber Trestle) . . 24 „ 15 Inflow to do. do. . . 27 „ 15	
There are several other bridges with water-ways up to 200 lineal feet. All girder bridges on the Mandalay line are provided with floors and hand rails for military purposes. There are no great engineering difficulties, but much of the line passes through thick jungle. The line from Prome to Mandalay is fenced.	The orders for the survey of the Mandalay line were issued in March 1886. The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.
The earthwork on the Thazi-Myingyan branch was carried out as a famine relief work, the bridging is partly of timber and partly of masonry with steel girders. The permanent-way consists of Steel Rails 41½ and 50lb to the yard, and the sleepers are of pyinkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure. An extension of this branch to Myingyan was sanctioned and construction started in September 1898.
On the Mu Valley line masonry of bridges is mostly of brickwork. The permanent-way consists of 41½lb flat-footed steel rails, laid on sleepers of teak, pyinkado, ingyin and thitya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations.	The construction of the main line, Sagaing to Kawlin, and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLIX	Burma—*concld.*		Miles.		Miles.
	Brought forward	331·29	628·60	Brought forward	628·60 331·29
	Branches—(concld.)			*Branches*—	
	Sagaing (on the right bank of the Irrawaddy) to Alon (on the left bank of the Chindwin)	71·00		*Myohaung branch*—	
				Myohaung to Amarapura shore—	
				For goods traffic 22-11-91 For passenger traffic 22-2-92	6·00
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*)	6·00		*Katha branch*—	
	Naba on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*)	14·40		Naba to Katha 2-10-95	14·40
			422·69	*Total Mu Valley line*	351·69
	Mandalay-Kunlôn section—			*Mandalay-Kunlôn section*—	
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river	230·72		Myohaung to Sèdaw—	
				For goods traffic 1-1-98	13·00
				DOUBLE—	
				Irrawaddy line—	
				Rangoon to Kemmendine 30-10-89	3·50
				Kemmendine to Insein 10-1-90	5·50
				Mandalay line—	
				Myohaung to Mandalay 3-10-99	2·45
				Mu Valley line—	
				Nahakaung to Naba 11-6-97	0·55
					12·00
	Bassein-Henzada-Letpadán Railway—				
	Letpadan (on Irrawaddy line) to Tharrawaddy on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassein	119·01			
	TOTAL		1,401·02	TOTAL OPEN MILEAGE	993·29
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)		8,037·72		7,022·83

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3·08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankan-Mohnyin section, 3,790 feet long.	The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.
On the Sagaing-Alon branch, the ruling gradient is 1 in 150 and the sharpest curve is 2°. The earthwork and bridging are not heavy, the latter being of stone or brick masonry and steel girders. The permanent way consists of steel rails 41½ and 50lb. to the yard on Pyinkado sleepers; the ballast is of shingle and broken stone.	The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively.
The Mandalay-Kunlôn line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of pyinkado, ingyin, thitya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult.	Sanction was received in September 1898 to the construction of a branch line 71·00 miles long from Sagaing station on the Mu Valley railway to Alon, a town on the Chindwin river. Work was commenced at once.
The works and bridging generally are light for a mountain railway, with the exception of 1½ miles of very heavy work on the Maymyo Ghât; and a long, high viaduct, and two tunnels at the Gokteik gorge. This viaduct will consist of 10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet supported on piers formed of steel trestles in pairs 40 feet apart. Total length of viaduct will be 2,260 feet and greatest height of rail level above ground 325 feet.	Orders were given for the construction of the Mandalay-Kunlôn line in October 1895.
Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves.	The working and construction of the Burma railways was made over to a company from the 1st September 1896—*vide* Appendix P to Part II of the Railway Administration Report for 1897-98.
The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:—	Sanction was received in February 1900 to the construction of the line from Letpadan to Tharrawaddy, a town on the east bank of the Irrawaddy through Henzada, on the west bank, to the town of Bassein, and work has been commenced.

SECTION.	GRADIENTS.			CURVES.	
	1 in 25	1 in 40 to 1 in 50	1 in 100	Length.	Radius.
Mandalay (Myohaung)-Salween—Mile 0 to 230·72 . .	Miles. 11·36	Miles. 102·22	Miles. 18·32	Miles. 51·45	Varying from 338 feet to 955 feet.

The 11·36 miles of 1 in 25 gradients are on the Maymyo Ghât.

Wooden bridging will be used to a certain extent on the easier and flatter portions of the line.

The line will not be fenced.

On the Bassein-Henzada-Letpadan branch the large bridges will be of steel girders on iron cylinders and piles. The permanent way will be of steel rails 50lb to the yard on Pyinkado sleepers.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
L	**Eastern Bengal—**			Miles.			
	NORTHERN SECTION—				NORTHERN SECTION—		
	Main line—				*Main line—*		
	Sára ghât to Párbatipur Junction	111·25			Sára to Atrai	19-1-78	38·75
	Párbatipur Junction to Siliguri	84·75			Atrai to Jalpáiguri	28-8-77	134·25
			196·00		Jalpáiguri to Siliguri—		
					For goods traffic	10-6-78	23·00
					For general traffic	1-11-78	
							196·00
	Branches—				*Rungpore branch—*		
	Párbatipur Junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)	34·00			Párbatipur Junction to Shámpur	19-5-78	15·25
					Shámpur to Rungpore	2-7-78	7·50
	Teesta bridge at Kaunia and approaches	4·87			Rungpore to Kaunia	1-6-79	11·25
							34·00
	Párbatipur to Dinagepore (*Dinagepore branch*)	17·75			*Dinagepore branch—*		
	Teesta to Dhubri (*a*)	38·83			Párbatipur to Chirir bandar	1-7-83	9·00
		95·45			Chirir bandar to Dinagepore	16-5-84	8·75
							17·75
	2′ 6″ GAUGE.				2′ 6″ GAUGE.		
	Kaunia-Dharlla branch—				*Kaunia-Dharlla branch—*		
	Teesta Junction to Jatrapur	23·25			Teesta Junction to Dharlla	18-7-81	18·50
	Teesta Junction to Mogalhát	13·78			Teesta Junction to Mogalhát	6-2-82	13·78
		37·03			Dharlla to Jatrapur	1-7-84	4·75
			132·48				37·03
			328·48		*Total Northern section*		284·78
	Cooch Behar-Santrabari Extension (British section)—				Cooch Behar-Santrabari Extension (British section)—		
	South bank of Kaljani river to Jhainti			20·08	South bank of Kaljani river to Alipur Duar	18-1-1906	0·64
	DACCA SECTION—				DACCA SECTION—		
	Náráyanganj ghât to Mymensingh			85·92	Náráyanganj ghât to Dacca	4-1-85	10·25
					Dacca to Jaydebpúr—		
					For goods traffic	1-8-85	19·65
					For passenger traffic	12-12-85	
					Jaydebpúr to Gáfargáon—		
					For goods traffic	1-8-85	32·50
					For passenger traffic	18-2-86	
					Gáfargáon to Mymensingh—		
					For goods traffic	1-8-85	23·52
					For passenger traffic	29-8-85	
					Total Dacca section		85·92
	BEHAR SECTION—				BEHAR SECTION—		
	Main line—				*Main line—*		
	Manihári to Katihár	15·50			Manihári to Katihár	1-4-87	15·50
	Katihár to Ráyganj	37·49			Katihár to Ráyganj	1-7-89	37·49
	Ráyganj to Dinagepore	32·68			Ráyganj to Dinagepore	15-2-88	32·68
			85·67				85·67
	Carried over	85·67		434·48	Carried over		371·34 / 85·67

(*a*) Excluding the section of the Kaunia-Dharlla line from Teesta to Mogalhát (13·78 miles) which is under conversion to the metre gauge and will form part of this line.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Rails, iron, 40lb. to the yard, and steel, 41¼lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood, also of steel wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section. Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41¼lb. to the yard, from Sára northwards: 178·73 miles with the 50lb. and 20·76 miles with the 41¼lb. rails—total 199·49 miles—are now laid. Sâl sleepers are used for renewals. The whole of the Northern section is fenced, except the Kaunia-Dharlla section. The permanent way of the Mogalhát-Dhubri Extension will consist of steel rails, 40 ft. 50lb. per yard, laid on sâl sleepers. The ballast will be of stone shingle. The line will be unfenced except at stations.	*Dates of orders for survey.* Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76. *Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills. Survey of the Mogalhát-Dhubri Extension was ordered on 1st October 1896 and commenced in the middle of January 1897. The construction was sanctioned in September 1899.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25lb. and iron 30lb. to the yard, laid on sâl sleepers. The line is not fenced. The permanent way of the Teesta-Mogalhát line, when converted, will consist of steel rails, 50 lb. per yard, 40 feet in length, on sâl sleepers. The ballast will be of stone shingle. The Cooch Behar-Santrabari Extension (British section) is without ballast. The rails are partly iron, 40 lb. per yard, and partly steel, 41¼ lb. per yard, laid on metre gauge sâl sleepers. The only important bridges are (1) that over the Kaljani river at mile 11½, consisting of 5 spans of 55 feet, one span of 40 feet and one span of 32 feet girders and (2) over the Balla torrent 17 spans of 27 feet. The line is unfenced.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains. Sanction was given in September 1899 to the conversion of the line from Teesta Junction to Mogalhát (12·23 miles) of the Kaunia-Dharlla Branch from 2′ 6″ to metre gauge in connection with the Mogalhát-Dhubri Extension. The survey of the line was ordered and started in January 1896 and completed in June of that year. The construction of the line was sanctioned in December 1897 and started in January 1898.
The Dacca section is laid with permanent-way material of the ordinary metre gauge type, the rails being of steel, 41¼lb. to the yard, on sâl, creosoted pine, asna and pyinkado sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations, and between Náráyanganj and Dacca, 10·25 miles.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.
The Behar section consists of a single track laid with 41¼lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is fenced.	The line from Manihári through Kátihar Junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár Junction through Purnea and Kasba to Anchará ghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
L	**Eastern Bengal**—*concld.*			Miles.			
	Brought forward		85·67	434·48	Brought forward		371·34 / 85·67
	BEHAR SECTION—*concld.*				*Kosi branch*—		
	Branches—				Katihár to Kasba	1-4-87	22·10
	Kosi branch—				Kasba to Forbesganj	1-7-89	36·81
	Katihár to Kasba	22·10			Forbesganj to Ancharághát	1-1-91	14·00
	Kasba to Arariyá	21·71					72·91
	Arariyá to Forbesganj	15·10					
	Forbesganj to Debiganj	7·69					
	Debiganj to Ancharághát	6·31					
		72·91					
	Bársoi-Kissengunge branch—				*Bársoi-Kissengunge branch*—		
	Bársoi to Kissengunge	35·11			Bársoi to Kissengunge—		
			108·02		For goods traffic	15-12-92	35·11
					For passenger traffic	10-12-93	
				193·69	*Total Behar section*		193·69
					TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)		565·03
LI	**Cawnpore-Burhwál (metre gauge link)**—						
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *vid* Lucknow to Burhwál (point of junction with the Bahramghát branch of the Oudh and Rohilkhand State railway)			(a) 79·60	Burhwál to Daliganj	24-11-96	(b) 34·57
					Aishbagh to Cawnpore—		
					For goods traffic	25-4-97	(c) 45·03
					For passenger traffic	15-5-97	
	Carried over			79·60	Carried over		79·60

(a) Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.
(b) Including the length, Burhwál to Bara Banki, 16·70 miles, laid on a mixed gauge.
(c) Including the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41½lb. to the yard, and the rest with second-hand iron rails, 40lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sál, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.
The grade of 1 in 150 is the sharpest on the metre gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile.	
A length of 0·09 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2′ 6″ gauge) is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.	On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Buchwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway, station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26.	The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway.
Land has been taken up for a double line, except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges have been constructed for a single line only.	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LI	**Cawnpore-Burhwal (metre gauge link)**—*concld.*			
	Brought forward	79·60	Brought forward	79·60
	TOTAL	79·60	TOTAL OPEN MILEAGE	79·60
LII	**Shadipalli-Balotra (British section)***—			
	Shadipalli to the Jodhpore Frontier	(a)69·06		
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)	776·83		644·63

* The native state section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

(a) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli standard gauge railway between Shadipalli and Raheki Junction to be converted to the metre gauge, as also 6·33 miles of the same railway between Raheki Junction and Hyderabad on which a separate metre gauge track will be added.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.

From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers, except for the last three miles at Cawnpore, which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60lb. section rails.

There are no gradients of 1 in 100 or less.

The sharpest curve has a radius of 573 feet.

Rails.

SECTIONS.	50lb. flat-footed Indian State Railway steel rail.	60lb. flat-footed steel rail.	TOTAL.
Burhwál to Daliganj—			
Mixed gauge, 3rd rail	...	16·79	16·79
Independent line	17·78	...	17·78
Aishbagh to Cawnpore—			
Mixed gauge, 3rd rail	...	0·59	0·59
Independent line	40·48	3·96	44·44
TOTAL	58·26	21·34	79·60

Sleepers.

SECTION.	Deodar.	Teak.	TOTAL.
Burhwál to Daligani—			
Mixed gauge, 3rd rail, and independent line	34·57	...	34·57
Aishbagh to Cawnpore—			
Mixed gauge, 3rd rail, and independent line	44·03	1·00	45·03
TOTAL	78·60	1·00	79·60

The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills.

For the Shadipalli-Frontier section a small grant was sanctioned in 1897-98 and earthwork has been started.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles.
LIII	**Deoghur—** Miles.	Miles.	
	Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur	4·79	Baidyanáth to Deoghur . 23-12-82 4·79
LIV	**Brahmaputra-Sultanpur—**		
	Santahar to Fulchhari	59·50	Santahar to Bogra . . 1-4-99 24·50
LV	**Mymensingh-Jamálpur-Jagannathganj—**		Mymensingh to Singhjani—
	Mymensingh to Jagannathganj . . .	53·37	For goods traffic . . 15-10-98 } 33·07 For passenger traffic . 1-11-98 }
			Singhjani to Jagannathganj—
			For goods traffic . . 15-10-99 } 20·30 For passenger traffic . 1-12-99 }
			TOTAL OPEN MILEAGE . 53·37
LVI	**Rohilkund and Kumaon (Company's section)—**		
	Bhojeepura Junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills	53·92	Bhojeepura to Káthgodám . 12-10-84 53·92
LVII	**Segowlie-Raxaul—**		
	Segowlie to Raxaul	18·09	Segowlie to Raxaul . 1-3-99 18·09
LVIII	**Bengal Dooars—**		*Main line—*
	Main line—		East bank of the Teesta to Mal Bazar—
	East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal State railway *vid* Dam Dim to Bagrakote 37·76		For goods traffic . . 15-1-93 } 26·85 For passenger traffic . 1-11-93 }
			Mal to Dam Dim . . 16-6-94 4·15
	Branches—		*Branch—*
	Lataguri to Ramshaihát . . . 5·40		Lataguri to Ramshaihát—
	Mal to Hantupara . . . 44·00		For goods traffic . . 11-6-93 } 5·40 For passenger traffic . 16-6-94 }
	Barnes Junction to Lalmonir Hat . 65·80		
		152·96	36·40
LIX	**Dibru-Sadiya—**		*Main line—*
	Main line—		Lower steamer ghát on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles).
	Dibrugarh (on the left bank of the Brahmaputra river) *vid* Makum Junction to Dihing bridge . . 61·50		Dibrugarh to Makum Junction 16-7-83 38·50
			Makum Junction to Dihing bridge . . . . 2-5-84 23·00
			61·50
	Carried over . 61·50		Carried over . 61·50

D—*continued.*

progress on the 31st March 1900.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The permanent-way consists of 50lb. steel rails and sâl sleepers. The ballast is of burnt brick. The works are fairly heavy. The largest bridge, the Bengali, consists of 6 spans of 60 feet. The steepest grade is 1 in 180 and occurs at miles 13 and 14 in the two approaches to a bridge. Their lengths are 0·38 and 0·37 mile, respectively. There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.	Date of orders for survey— Sultânpur *vid* Bogra to Fulchhari on the Brambaputra . . . . . 7-10-90 The construction of the line was sanctioned in October 1896, and work started in January 1897.
The permanent-way consists of 50lb. rails and sâl sleepers. The ballast is of burnt brick. The Jhenai bridge, the most important on the line, consists of 4 spans of 55 feet. The steepest grade is 1 in 300 and occurs at miles 45 and 46 in the approaches to a brigde. Their lengths are 0·51 mile and 0·57 mile, respectively. There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.	Date of orders for survey— Mymensingh to Bonsi *vid* Jamalpur . 27-11-94 Bonsi to Jagannathganj . . . 23-1-97 The construction of the line was sanctioned in November 1896.
The rails are of the metre gauge type, steel, weighing 41½lb. to the yard, laid on sâl sleepers. From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{51}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively. The line is unfenced, except at stations and between Haldwani and Lalkua.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The permanent-way will consist of 41½lb. steel rails and sâl sleepers.	The construction of the line was sanctioned in October 1896.
The line has been laid with 41½lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brickwork piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41½lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 19 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *vid* Makum Junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipák Jan, Sessajan, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.		Miles.
LIX	**Dibru-Sadiya—*concld.***			
	Brought forward . 61·50		Brought forward . 61·50
	Tálap branch—		*Tálap branch—*
	Makum Junction to Tálap . . 16·00	77·50	Makum Junction to Dum-Duma . . . . 2-5-84 10·00
			Dum-Duma to Tálap . . 5-2-85 6·00
			16·00
			77·50
LX	**Ledo and Tikak-Margherita Colliery—**		
	Main Line—		Dihing Bridge to Ledo, including Namdang branch—
	Dihing Bridge Junction with the Dibru-Sadiya railway to Ledo, including Namdang branch	7·50	For coal traffic . . 17-2-84 } 7·50 For public traffic . . 1-1-97 }
LXI	**Ahmedabad-Parantij—**		
	Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar .	54·59	Ahmedabad to Talod . . 1-5-97 32·75 Talod to Parantij . . . 2-7-97 7·75 Parantij to Idar-Ahmednagar . 23-10-97 14·09 54·59
LXII	**Nilgiri—**		
	Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nilgiri branch) to Coonoor	16·90	Méttupálaiyam to Coonoor . 15-6-99 16·90
	TOTAL ASSISTED COMPANIES (METRE GAUGE)	499·12	347·56

D—*continued.*

progress on the 31st March 1900.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
girders. Brick culverts have been constructed at miles 44·50, 25·50, 50·75, 55·00 and 59·00 on the main line; and at miles 40·75 and 41·75 on the Tálap branch, and a 6′ arched culvert has been built taking the place of Digboi No. 2 bridge at mile 53·50. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum Junction and Tálap. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below:	

Section of line.	Length.	Radii.
Main line—	Feet.	Feet.
Mile 56 from Dibrugarh .	747	800
„ 61 „ „ .	635	700
Tálap branch—		
Mile 40·25 from Dibrugarh .	290	750

The main line is laid with 41¼ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet. The Namdang branch is laid throughout with new 50 feet rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet, of which the last 300 feet is on a curve of 1,000 feet radius.	This colliery branch line was constructed in 1883 under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. The working of the line was taken over by the Dibru-Sadiya railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97.
The line has been constructed for a single track. The permanent-way is laid with 41½ lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 37th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 4 in number and aggregate 1·74 miles in length. The line is ballasted throughout with either kunker or stone.	The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same company as a part of their metre-gauge system under an agreement, the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.
The rails are steel, 50 lb. to the yard, on pyinkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line is unfenced. The bridges are of lattice or plate girders resting on masonry piers and abutments. On the Ghât the Abt Rack (double) is used. There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:—	The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. The survey was started in August 1890, and the final location was completed early in 1892. The Government of India guaranteed 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894. In February 1896 a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work recommenced in April. The line was handed over to the Madras railway on the 7th September 1898 and opened for goods traffic on the 1st October, but owing to numerous slips the line was closed on the 29th October, and re-opened on 15th June 1899. The line is worked by the Madras Railway under an agreement, the terms of which will be found in Appendix BB to Part II of the Railway Administration Report for 1898-99.

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	1/80 and less.	1/81 to 1/90.	1/91 to 1/100.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles .	...	1·59	...	...	...
The whole line .	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 716 feet.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXIII	**The Gaekwar's Mehsána—**		Miles.		
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viâ* Mehsána to Kherálu	67·94		Viramgám to Mehsána . 1-2-91	40·21
				Mehsána to Vadnagar . 21-3-87	20·73
				Vadnagar to Kherálu . 12-12-88	7·00
	Mehsána to Pátan	24·69		Mehsána to Pátan . 20-7-91	24·69
			92·63		92·63
LXIV	**Hyderabad-Godavari Valley—**			Manmad to Jalna—	
	Secunderabad to Manmad		384·28	For goods traffic . 21-10-99 } For passenger traffic . 7-12-99 }	109·36
				Jalna to Sailu . 7-12-99	44·87
					154·23
LXV	**Kolhápur—**				
	Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway)		29·07	Kolhápur to Miraj . 21-4-91	29·07

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41¼ lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40lb. and 41½lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.
The permanent-way will consist of 50lb. rails and steel and wooden sleepers. The steepest gradient will be 1 in 133·30 and aggregates 132·25 miles in length. The sharpest curve will have a radius of 1,432 feet. The following are the important bridges:—	The construction of the line was sanctioned in January 1897, and is still in progress. The terms for construction and working will be found in Appendix BB to Part II of the Railway Administration Report for 1897-98.

	Spans.	feet.	
Pofang	7 of	40	
Godavari	21 „	60	
Bealsa	6 „	20′	arches.
Moodkhaid	8 „	15′	„
Astna	7 „	80	
Pandrea	6 „	20′	arches.
Thurna	3 „	60	
Poorna	13 „	60	
Narendi	3 „	40	
Rotigaon Nallah	4 „	40	
Bor Nadi	3 „	40	
Dhykoo	5 „	40	
Sivna	6 „	60	and 2 spans of 40′.
Kam	4 „	40	
Sukhna	5 „	40	
Lahouki	4 „	40	
Dudhna I	6 „	40	
Dudhna II	3 „	100	
	1 „	40	
Kasoora	4 „	60	

This line is constructed for a single track. The rails are steel, 41¼ lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed:—	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.

Kistna,	14	spans of	60 feet	girders.
Panchganga,	10	„	60 „	„
Udgaum Nulla,	10	„	60 „	„

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXVI	**Yesvantpur-Mysore frontier—**		Miles.		
	Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .		51·35	Yesvantpur to Dodballapur . 15-12-92	19·93
				Dodballapur to Mysore frontier . . . 17-9-93	31·42
					51·35
LXVII	**Mysore-Nanjangúd—**				
	Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd .	15·25		Mysore to Nanjangúd . 1-12-91	15·25
	Nanjangúd station to a point 0·55 mile nearer the town of Nanjangúd .	0·55	15·80	Nanjangúd station to Nanjangúd town . . . 12-7-99	0·55
					15·80
LXVIII	**Birur-Shimoga**				
	Birur to Shimoga		38·50	Birur to Shimoga . . 1-12-99	38·50
LXIX	**Vijapur-Kalol—**				
	Vijapur to Kalol		29·60		
LXX	**Shoranur-Cochin—**				
	Shoranur (359·50 miles from Madras) to Ernakolum		64·68		
LXXI	**Tinnevelly-Quilon (Travancore) branch (Native State section)—**				
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) .		762·77		381·58

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The rails used are of the state railway type, weighing 50 lb. to the yard, on the Ghât section, 11 miles in length, and 41¼ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghât section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41¼ lb. steel rails of the standard metre gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892. The extension to Nanjangúd town was sanctioned on the 12th March 1897.
The line is constructed for a single track. The rails are steel 41¼ lb. to the yard laid on Mysore teak sleepers. The country traversed is somewhat undulating and the length of curves amount to 8·20 miles. There are no curves under a radius of 1,500 feet. The ruling gradient is 1 in 89 for a length of 1·87 miles. There are also gradients of 1 in 90 for 8·28 miles. The important river crossed is the Bhadra by 11 spans of 60′ girders.	
The ruling gradient is 1 in 200, aggregating in length 1·36 miles. The sharpest curve has a radius of 4,524 feet. The line is to be laid with 41¼ lb. steel rails, 24 feet long on deodar sleepers in kunkur ballast.	The survey of this line was carried out by the Bombay, Baroda and Central India Railway Company in 1896. The construction of the line was sanctioned in September 1899. The line is to be constructed for the Baroda Darbar by the Bombay, Baroda and Central India Railway Company.
The permanent-way will consist of 41¼ lb. steel rails, flat-footed, and wooden sleepers, the latter being procured from the State forest. The ruling gradient is 1 in 80 (aggregating 16·40 miles) and the sharpest curve 955 feet radius, The following are the important bridges:—	The survey of this line for a standard gauge line was carried out by the Madras Railway in 1894. The re-alignment for a metre-gauge line was made by the Madras Railway in 1899, and the construction was sanctioned on the 28th April 1899, and the work started in November 1899.

	Spans.	
Ponnani river	15	60′ girders.
Palamkutta canal	1	60′ „
Ditto	2	20′ „
Canal	1	40′ „
Karavarcad river	2	60′ „
Kurumali „	4	60′ „
Kosurupalam thodu	2	40′ „
Chalakudi river	4	80′ „
Angamali „	3	60′ „
Chengal thodu	2	40′ „
Alway river branch	3	80′ „
Alway river	9	80′ „
Drainage channel	1	60′ „
Edapally „	1	60′ „
Backwater canal	1	60′ „
Ditto	1	100′ „

For details please see XLVI—South Indian.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXII	**Jodhpur-Bikaner—**				
	Marwar Railway Junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) *viâ* Lúni and Merta Road Junctions to Kuchâman Road, including the new approach to Kuchâman Road (374·00 miles from Ahmedabad on the Rajputana-Malwa railway)	201·00		Marwar Railway Junction to Marwar Páli— For goods traffic 24-6-82 / For passenger traffic 27-7-82	19·00
	Lúni Junction to Pachpadra	60·00		Marwar Páli to Lúni Junction 17-6-84	25·00
	Merta Road Junction to Bikaner	103·00		Lúni Junction to Jodhpur 9-3-85	20·00
				Jodhpur to Merta Road 8-4-91	64·00
				Merta Road to Kuchâman Road 13-3-93	73·00
	Balotra-Jodhpur frontier section—		364·00	Lúni Junction to Pachpadra 22-3-87	60·00
				Merta Road to Nágour 16-10-91	35·00
	Balotra to the Jodhpur frontier in the Jodhpur state		135·00	Nágour to Bikaner 9-12-91	68·00
				Bikaner to Dulmera 2-6-98	42·00
				Balotra to Barmer 15-5-99	60·00
	Bikaner-Suratgarh extension—			Gigasar to Palana— For goods traffic 26-6-99	9·50
	Bikaner *viâ* Khari to Bhatinda in the Bikaner state		202·00		
	Gigasar to Palana coal siding		9·50		
	TOTAL		710·50	TOTAL OPEN MILEAGE	475·50
LXXIII	**Udaipur-Chitor—**			Berach near Chitorgarh to Debari near Udaipur 1-8-95	60·39
	From Berach near Chitorgarh (550·75 miles from Bombay *viâ* the Godhra-Rutlam-Nágdá railway) *viâ* Debari to the Ahr river near Udaipur		67·30	Separate station at Chitorgarh 15-8-98	0·47
				Debari to Udaipur 25-8-99	6·44
				TOTAL OPEN MILEAGE	67·30

D—*continued.*

progress on the 31st March 1900.

WORKED BY NATIVE STATES. Metre gauge

Details of construction.	REMARKS.
This is mainly a surface line and the works are very light. Excepting the length between Marwar Junction and Jodhpur, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpur to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41¼lb. steel rails. Beyond Marwar Páli second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed with new 41¼lb. steel rails laid on steel sleepers. The line between Balotra and Barmer is laid on 50lb. steel rails and steel sleepers. Permanent-way between Luni Junction and Balotra is being relaid by similar rails and pine sleepers. The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kucháman Road section it is chiefly broken stone, marble and kunkur. There is a telegraph line on the entire length, except from Balotra to Pachpadra and from Bikaner to Dulmera. With the exception of a few stations, the line is practically unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 39 in number aggregating 18·89 miles in length. The permanent-way on the Bikaner-Suratgarh extension consists of 36lb. steel rails and deodar and steel trough sleepers weighing 69lbs. each. The ruling gradient is 1 in 150, of which there are 38 in number, aggregating 15·73 miles in length.	The line has been constructed at the expense of, and is worked by, the Jodhpur and Bikaner States. The section up to Luni Junction was sanctioned in 1883 and the extension to Jodhpur in 1884. The line from Jodhpur to Bikaner was sanctioned in 1890. The Luni-Pachpadra section was sanctioned in 1885 and that from Metra Koad to Kuchaman Road in July 1891. On the completion of the line to Bikaner the name "Jodhpur-Bikaner railway" was given to the entire system. Sanction to construct the Sadhipalli-Balotra railway was given in August 1897. The Balotra-Jodhpur frontier section is being constructed by the Jodhpur Durbar. Of this section the line between Balotra and Barmer is finished and was opened on 15th May 1899. Beyond Barmer the earthwork is practically complete. Most of the culverts and stations and quarters have been built. Most of the ballast has been collected. Platelaying was finished in March. The Bikaner-Dulmera extension was sanctioned for famine-relief purposes in December 1895. Work was commenced on the 26th February 1896. The Dulmera-Suratgarh section was sanctioned in December 1897. The earthwork is nearly completed. The stations and staff quarters are in progress. The Suratgarh-Bhatinda section was sanctioned in July 1899.
The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41¼lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast. The whole line is unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length. On the extension from Debari to the Ahr river near Udaipur the works are heavier—there being a tunnel 300 feet long. The permanent-way will be the same as on the Berach-Debari section. The steepest gradient is 1 in 100, aggregating 0·96 mile between miles 61 and 62. The sharpest curve has a radius of 820 feet and is 0·16 mile in length, and occurs at the 61st mile post.	The line was constructed at the expense of the Mewar Durbar. It was sanctioned for construction in February 1894. The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Mewar Durbar. Work on this section commenced in January 1898.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar—					
	Bhávnagar Bandar to Wadhwán Junction	105·20		Bhávnagar to Wadhwán	29-12-80	105·20 (a)
	Dhola Junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar	158·79		Dhola to Dhoráji	19-1-81	88·37
				Dhoráji to Porbandar	17-12-89	69·44 (b)
				Porbandar to Porbandar Bandar—		
				For goods traffic	15-3-90	0·98
	Jetalsar Junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line	69·85		Jetalsar to Junágad	1-9-88	16·00
				Junágad to Verával (including Junágad quarry line)	1-2-89	53·55 (c)
				Verával to Verával Bandar—		
				For goods traffic	1-12-90	0·30
			333·84	TOTAL OPEN MILEAGE		333·84
LXXV	Jetalsar-Rájkot—					
	Jetalsar Junction to Rájkot (point of junction with the Morvi railway)		46·23	Jetalsar Junction to Rájkot	12-4-93	46·23
LXXVI	Jámnagar—					
	Rájkot Junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar		(d)54·28	Rájkot Junction to Jámnagar	8-4-97	50·29
				Jámnagar to Bedi Bandar—		
				For goods traffic	8-4-97	3·99
				TOTAL OPEN MILEAGE		54·28

(a) Of this, the Bhávnagar dock estate line, 0·87 mile, is worked for goods traffic only.
(b) Of this, the Porbandar Dock estate line, 1·35 miles, is worked for goods traffic only.
(c) Of this, the Junágad quarry line, 2·35 miles, and Junágad Dock estate line, 0·30 mile, is worked for goods traffic only.
(d) Including 3·99 miles of dock estate lines.

D—*continued.*

progress on the 31st March 1900.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good section of well-broken stone ballast. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to Part II of the Railway Administration Report for 1897-98. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágad State, within whose territory it lies. The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.
The permanent-way consists of 41¼lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced, except between Rájkot Para and Rájkot Junction.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar Railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states.
The permanent-way consists of 41¼lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rájkot. There are no curves under a radius of 1,000 feet. The line is unfenced, except at the approaches to the Victoria bridge, near Jámnagar, and the south side of the Jámnagar station yard. The ballast consists of moorum on banks, and of stone in cuttings.	This line was sanctioned in October 1893. Work was commenced in January 1896 and completed on the 7th April 1897. The line has been constructed at the expense of the Jámnagar state by the Bhávnagar-Gondal-Junágad-Porbandar Railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXVII	**Dhrángadra—** Wadhwan junction with the Bhávnagar-Gondal-Junágad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhávnagar on the Bhávnagar-Gondal-Junágad-Porbandar railway) to Dhrángadra	20·83	Wadhwan Junction to Dhrángadra— For goods traffic . . 1-6-98 For passenger traffic . 25-6-98 } 20·83
LXXVIII	**Jaipur—** Sanganer to Siwai Madhopur in the Jaipur state	72·85	
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)	1,305·83	997·98

D—*continued.*

progress on the 31st March 1900.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way consists of steel flat-footed rails, weighing 41¼lb. to the yard, laid on deodar sleepers. The line is unfenced. There are no curves under a radius of 1,000 feet. The ruling grade is 1 in 175.	The construction of this line, sanctioned in December 1897, was carried out at the expense of the Dhrángadra state by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, and is worked by it under the direction of a Board of control consisting of representatives of each of the proprietary states.
The permanent-way as at present proposed will consist of 41¼lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical. The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20. The sharpest curve on the line will be of 2°, compensated aggregating 0·59 miles in length.	The line was sanctioned in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jaipur state.

APPENDIX

Railways constructed and in

Metre gauge. FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		
LXXIX	**West of India Portuguese—**			
	Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51·00	Mormugao to Sonauli . . 17-1-87	41·00
			Sonauli to the Portuguese frontier 3-2-88	10·00
			TOTAL OPEN MILEAGE .	51·00
LXXX	**Pondicherry—**			
	Left bank of the Gingee river (French frontier) or (16·48 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7·80	Left bank of the Gingee river to Pondicherry . . . 15-12-79	7·80
LXXXI	**Káraikkal-Peralam—**			
	Peralam (186·58 miles from Madras on the Máyavaram-Mutupet railway) to the French port of Káraikkal	14·65	Peralam to Káraikkal . . 14-3-98	14·65
	TOTAL FOREIGN LINES .	73·45		73·45

D—*continued.*

progress on the 31st March 1900.

LINES. Metre gauge.

Mormugao harbour to mile 1 and Collem to frontier—Between 41 and 51 miles; Between 39·50 and 40·50 miles; Between 2·50 and 39·50 miles

Details of construction.

The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.

The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak and jamba.

The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts.

On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway.

The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:

Section of line.	Length of gradients.			Length of curves under a radius of 1,000 feet.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	720 feet radius.	800 feet radius.
	Miles.	Mile.	Miles.	Mile.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier— Between 41 and 51 miles	12·42	...	...	...	5·80
Between 39·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

Remarks.

The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier.

Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

The line is single and is laid with 40lb. iron rails on wooden sleepers, except on the approaches to and over the Gingee bridge, where 50lb. bull-headed steel rails on pot sleepers and 56lb. flat-footed steel rails have been respectively adopted.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878.

This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.

The line traverses an easy country partly in British and partly in French territory.

There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-feet girders over the river Wanjiar.

The rails are of steel flat-footed, 41½lb. to the yard, laid on pyinkado sleepers.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The construction of this line, which was sanctioned in July 1895, was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company.

APPENDIX

Railways constructed and in

Special gauges. STATE LINE

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXXII	**Raipur-Dhamtari Feeder line (Bengal).**		
	2′ 6″ GAUGE.		
	Raipur (187·52 miles from Nágpur) to Dhamtari . . . . . 45·45		
	Branch— Abhanpur (17·00 miles from Raipur) to Rajim (*Rajim branch*) . . . 10·28		
	TOTAL .	55·73	
	TOTAL STATE LINE WORKED BY COMPANY (SPECIAL GAUGE)	55·73	

D—*continued.*

progress on the 31st March 1900.

WORKED BY COMPANY. Special gauges.

Details of construction.	REMARKS.
The line will be laid with 31lb. flat-footed steel rails and timber sleepers.	The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line when open will form an integral part of the Bengal-Nágpur railway.

APPENDIX

Railways constructed and in

Special gauges. STATE LINE WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXXIII	**Jorhát—**				
	2′ 0″ GAUGE.				
	Main line—			*Main line—*	
	Gosáigáon to Titábar . . .	18·25		Gosáigáon to Jorhát—	
	Alternative cold weather section to steamer ghât . . .	2·75		For goods traffic . 15-12-84 } For passenger traffic . 17-10-85 }	7·00
				Jorhát to Dhali river—	
				For goods traffic . 15-12-84 } For passenger traffic . 26-2-88 }	9·50
	Mariani branch—			Dhali river to Titábar . 16-7-87	1·75
	Chenimara to Mariani . . .	7·00		Alternative cold weather section to steamer ghât 25-11-89	2·75
					21·00
				Mariani branch—	
				Chenimara junction to Mariani—	
				For goods traffic . 7-1-85 } For passenger traffic . 26-2-88 }	7·00
	TOTAL .	28·00		TOTAL OPEN MILEAGE .	28·00

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Special gauges.

Details of construction.	REMARKS.
This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lb. to the yard, Fowler's patent. The steepest gradient is 1 in 190. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhât. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Special gauges.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXXIV	Cherra-Companyganj—		Miles.		
	2′ 6″ GAUGE.				
	Companyganj to Thariághât . .	7·50		Companyganj to Thariághât . 16-6-86	7·50
	Thariághât to Komora limestone quarry	0·50		Thariághât to Komora limestone quarry . . . 1-1-90	0·50
			8·00	TOTAL OPEN MILEAGE .	8·00
LXXXV	Nowshera-Dargai—				
	2′ 6″ GAUGE.				
	Nowshera to Dargai		41·90		
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)		77·90		36·00

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Special gauges.

Details of construction.	REMARKS.
This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0·50 mile near Therria, laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The rail is fastened by a tie and clips. The sleepers are 45 inches long, 8 to each rail of 21 feet. The line from Thariághât to Komora is laid with 18lb. steel rails on wooden sleepers. The steepest gradient on this line is 1 in 42·30 for a length of 1,250 feet; there are seven curves under a radius of 1,000 feet; their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet. A quarry extension, about half a mile in length, is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.	The line was closed on the 27th March 1899 owing to flood damages. A fair weather surface line was opened for goods traffic on the 3rd January 1900.
The permanent way will consist of flat-footed steel rails, 35lb. to the yard, laid on deodar sleepers and fully ballasted. The country is easy, the ruling gradient being 1 in 100 and the sharpest curve 12° or 477′ radius. The only important engineering works are the bridges over the Bhagiara and Lakhora nullas. The former will consist of one span of nearly 100′, one of 60′ and one of 40′; the latter of two of nearly 100′ and two of 40′. The line will not be fenced.	

ROYAL ASIATIC SOCIETY LIBRARY OF THE BOMBAY BRANCH OF THE

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXXVI	**Darjeeling-Himalayan—**			
	2′ 0″ GAUGE.			
	Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Bengal State railway to the Darjeeling bazar .	51·00	Siliguri to Kurseong . . 23-8-80	31·75
			Kurseong to Sonáda . . 1-2-81	9·50
			Sonáda to Ghúm . . 5-4-81	5·87
			Ghúm to Darjeeling . . 4-7-81	3·63
			Darjeeling to the Darjeeling bazar . . . 16-6-86	0·25
			TOTAL OPEN MILEAGE .	51·00
LXXXVII	**Bársi Light—**			
	2′ 6″ GAUGE.			
	Bársi Junction [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi 21·75		Bársi Junction to the town of Bársi—	
			For goods traffic . 1-3-97	21·75
			For passenger traffic . 19-3-97	
	Barsi Junction to Pandharpur . . 33·16	54·91		
LXXXVIII	**Howrah-Amta—**			
	2′ 0″ GAUGE.			
	Telkul ghát (Howrah) to Amta . . 27·19		Telkul ghát (Howrah) to Dumjur 1-7-97	9·20
	Bárgachia to Jagatbalabpur (*Branch*) . 1·50		Dumjur to Bárgachia . . 2-10-97	5·87
			Bárgachia to Maju . . . 4-5-98	5·50
			Maju to Amta . . . 1-6-98	6·62
				27·19
			Branch—	
			Bárgachia to Jagatbalabpur . 2-10-97	1·50
		28·69	TOTAL OPEN MILEAGE .	28·69

D—*continued.*

progress on the 31st March 1900.

COMPANIES.

Special gauges.

Details of construction.	REMARKS.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100—the steepest being 1 in 25·70 up-hill. The line, which was originally laid with iron rails, 30lb. to the yard, on the plains portion, has been re-laid with iron rails 40lb. to the yard. Steel rails, 41½lb. to the yard, are laid on the hill portion. Of the Terai, 2·50 miles have been renewed with 41½lb. steel rails. Sâl, oak, and chestnut sleepers are in use, but are being gradually renewed with sâl only under 41½lb. rails. The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.
The line has been laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96. Construction commenced on the 1st January 1896. In December 1897, the terms for the construction of the Barsi Road-Pandharpur extension were accepted by the Barsi Light Railway Company, and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of famine relief. The Barsi Light Railway Company have recently carried out a detailed survey for an extension of their railway from Barsi to Tadvalla, a distance of about 29 miles. The construction of this extension has yet to be sanctioned—meanwhile the earthwork is being thrown up as a measure of famine relief.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100. All these grades are on the approaches to canal bridges requiring plenty of headway for boats, and none of them are over 600 feet in length. The line is ballasted throughout but not fenced.	The line has been constructed by the Howrah-Amta Light Railway Company, Limited. It was sanctioned for construction in March 1895. The line, with occasional diversions, the longest of which are one ¾ of a mile long in the 3rd mile and another of 3 miles from Bárgachia to Munshir Hât 16th to 19th miles, follows the Howrah-Amta road. At Bárgachia there is a branch line to Jagatbalabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of ₹1,100 per mile per annum, limited to a maximum annual payment of ₹28,000 per annum.

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXXIX	**Howrah-Sheakhalla—**		
	2′ 0″ GAUGE.		
	Kadamtolla* junction with the Howrah-Amta railway, 1·87 miles from Telkul ghât (Howrah) to Sheakhalla . 17·38		Kadamtolla to Chanditolla . 2-8-97 8·88 Chanditolla to Kistrampur . 10-9-97 3·75 Kistrampur to Sheakhalla . 7-11-97 4·75 17·38
	Chanditolla to Janai (*Branch*) . . 2·37		Chanditolla to Janai (*Branch*) . 5-5-98 2·37
		19·75	TOTAL OPEN MILEAGE . 19·75
XC	**Ránaghat-Krishnagar—**		
	2′ 6″ GAUGE.		
	Right bank of the Churni river (Aistalaghat) near Ránaghat (45·50 miles from Sealdah) on the eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagar	20·25	Right bank of the Churni river (Aistalaghat) near Ránaghat to Krishnagar . . . . 5-4-99 20·25
XCI	**Tárakeshwar-Magra—**		
	2′ 6″ GAUGE.		
	Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway	31·12	Tárakeshwar to Basua . 7-11-94 12·50 Basua to Magra . . 8-3-95 18·62 TOTAL OPEN MILEAGE . 31·12
XCII	**Tezpore-Bálipárá—**		
	2′ 6″ GAUGE.		
	Tezpore ghât to Bálipárá	20·10	Tezpore ghât to Bindukuri— For goods traffic . . 9-8-94 } 8·10 For passenger traffic . 1-9-95 } Bindukuri to Bálipárá . 1-9-95 12·00 TOTAL OPEN MILEAGE . 20·10
XCIII	**Kalka-Simla—**		
	2′ 0″ GAUGE.		
	Kalka to Simla	58·00	
	TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)	283·82	192·66

* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway worked over.

D—*continued.*

progress on the 31st March 1900.

COMPANIES. Special gauges.

Details of construction.	REMARKS.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line is ballasted throughout but not fenced.	The line was sanctioned for construction in March 1895. It has been constructed by the Howrah-Sheakhalla Light Railway Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditollah there is a branch line to Janai laid along the main road. The District Board have guaranteed a subsidy of ₹950 per mile per annum.
The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet. The old embankment of the Ranaghat-Bhagwangola railway, started as a famine relief work, has been utilized as far as possible. There are no bridges of over 20 feet span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line is ballasted throughout but not fenced.	The line has been constructed by the Ránaghat-Krishnagar Light Railway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1·50 miles long, has been constructed by the Eastern Bengal State railway on the standard gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the tramway, by a ferry worked by the Eastern Bengal State Railway. The District Board of Nuddea have guaranteed a net annual profit of ₹1,473, limited to a maximum claim of ₹28,000 per annum.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.
The permanent-way consists of flat-bottomed steel rails weighing 30lb. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout. The ruling gradient is 1 in 125 of which there are 4 in number aggregating 1·10 miles. The narrowest curves between stations are two of 500 feet radius on the first mile for lengths of 294 feet and 450 feet respectively. In station yards the minimum radius is 300 feet.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894, and the final Tramway Order was gazetted on the 1st June 1895.
The permanent-way will be 41lb. steel flat-bottomed rails on wooden sleepers with a ruling grade of 3 per cent. occurring frequently throughout the whole length.	The line is being constructed by the Kalka-Simla Railway Company, Limited. Construction of the Kalka-Dharmpore section was sanctioned on the 22nd March 1900 and work is in progress. Detailed surveys of sections north of Dharmpore are still in hand.

APPENDIX

Railways constructed and in

Special gauges. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XCIV	**Gwalior-Light—**		
	2' 0" GAUGE.		
	Gwalior to Sipri . . . .(a) 73·81		Gwalior to Sipri, . . 2-12-99 . 73·81
	Gwalior to Bhind . . . .(b) 52·33		Gwalior to Bhind, . 2-12-99 . 52·33
		126·14	TOTAL OPEN MILEAGE . 126·14

(a) Including 1·37 miles of His Highness the Maharaja Scindia's private line.
(b) Including 8·06 miles of His Highness the Maharaja of Scindia's private line.

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Special gauges.

Details of construction.	REMARKS.
The Gwalior-Sipri line will, for the most part, be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. There are 1·17 miles on the ruling grade situated in the 18th and 19th miles. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. steel rails laid on 41lb. steel trough sleepers, Indian State Railway pattern. The line is ballasted throughout.	The line was sanctioned for construction in March 1897 as a famine work.
The Gwalior-Bhind section is an extension of His Highness the Maharaja of Scindia's private line, 8·06 miles of which are made use of. The country is easy and bridging light. The ruling grade is 1 in 144 and the sharpest curve out of stations 955 feet radius. The ruling grade extends for 1·14 miles situated at mile 14. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. flat-footed steel rails laid on sál sleepers. The line is ballasted throughout.	Work on this section was started as famine relief in March 1897.

APPENDIX

Railways constructed and in

Special gauges. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XCV	**The Gaekwar's Dabhoi—**		Miles.		
	2′ 6″ GAUGE.				
	Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi	20·00		Miyágám to Dabhoi . . 8-4-73	20·00
	Dabhoi to Báhádarpur	9·64		Dabhoi to Chándod . . 15-4-79	10·62
	Báhádarpur to Bodeli	12·77		Dabhoi to Báhádarpur . . 17-9-79	9·64
	Dabhoi to Chándod	10·62		Dabhoi to Goya Gate . . 1-7-80	18·63
	Dabhoi to Vishvámitri	18·63		Goya Gate to Vishvámitri . 24-1-81	
	Vishvámitri to Padra	7·14		Báhádarpur to Bodeli . . 16-6-90	12·77
				Vishvámitri to Padra . . 1-7-97	7·14
			78·80	TOTAL OPEN MILEAGE .	78·80
XCVI	**Rajpipla—**				
	2′ 6″ GAUGE.				
	Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *vid* Raj-Párdi to Nandod		37·37	Anklesvar to Raj-Párdi . 1-7-97	19·03
				Raj-Párdi to Umalla . . 19-1-99	4·95
				Umalla to Amletha . . 1-5-99	7·85
				Amletha to Nandod . . 20-7-99	5·54
				TOTAL OPEN MILEAGE .	37·37
XCVII	**Rewah—**				
	2′ 6″ GAUGE.				
	Rewah to Sutna		31·81		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (SPECIAL GAUGE) .		274·12		242·31

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Special gauges.

Details of construction.	REMARKS.
The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11·30 miles having been renewed with 31lb. steel rails. The line from Vishvamitri to Padra is laid with 31lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet, 30-feet spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line. There is no fencing, except what has been put up by the villagers themselves. There are no gradients of 1 in 100 or less. The length and situation of the ruling gradients are as under:	The dates of orders for survey and construction are as follows: Miyágám to Dabhoi . . . 17-4-69 — 21-3-72 Dabhoi to Chándod and Báhádarpur . . . . . 6-6-77 — 27-11-77 Dabhoi to Baroda . . . July 77 — 29-1-79 The line is the property of His Highness the Gaekwar of Baroda. The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890. The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98.

Section of line.	Ruling gradient.	No. of gradients.	Length of gradients.
			Miles.
Miyagam-Dabhoi section .	1 in 475	2	1·03
Dabhoi-Bahádarpur section .	1 in 300	1	0·85
Bahadarpur-Bodeli section .	1 in 300	1	0·34
Dabhoi-Chándod section .	1 in 500	2	0·61
Dabhoi-Vishvámitri section .	1 in 400	1	0·38
Vishvámitri-Padra section .	1 in 200	2	0·58

The length and situation of curves under a radius of 1,000 feet are shown below:

Section of line.	Length of curve.	Radius of curve.
Vishvámitri-Dabhoi—	Feet.	Feet.
(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—		
(Between 18 and 20 miles from Vishvámitri) . . .	956	500·00
Báhádarpur-Bodeli—		
(Between 29 and 30 miles from Vishvámitri)	702	700·00
Vishvámitri-Padra—		
(Between 0 and 1 mile from Vishvámitri)	219	500
(Between 4 and 5 miles from Vishvámitri)	422	955

The line is laid with 41½lb iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans and one of 4 spans of 60 feet, three of 2 spans of 60 feet each, two of 2 spans of 40 feet, one of 1 span of 40 feet, one of 3 spans of 30 feet and 2 of 3 spans of 20 feet, beside a large number of minor bridges. There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line. There is no fencing except in the station yards. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 8 in number, aggregating 5·34 miles in length, on the open line. The lengths and situations of the ruling gradient 1 in 150 are as under:	This line is owned by the state of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix CC to Part II of the Railway Administration Report for 1897-98. Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897. The Raj-Párdi-Nándod section was sanctioned for construction in February 1898, and completed in July 1899, and opened in November.

Section of Line.	No. of gradient.	Length of gradient.
Anklesvar—Raj-Párdi . . .	3	3·12
Raj-Párdi—Umalla	2	1·31
Umalla—Nándod	3	0·91

The ruling gradient is 1 in 73 of which there are two in number, aggregating 0·83 mile in length.	Nearly three-fourths of the earthwork was carried out under the relief work system. The earthwork was stopped when the famine operations ceased. Plans for culverts and bridges have been prepared. Drawings for the permanent-way are under consideration by the East Indian Railway authorities. The actual construction of the line has not yet been sanctioned by the Rewah Darbar.

APPENDIX

Railways constructed and in

Special gauges. LINE OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XCVIII	**Cooch Behar—**			
	2′ 6″ GAUGE.			
	Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the town of Cooch Behar . . . 22·38		Gitaldaha to Manshahi Junction—	
			For goods traffic . . 15-9-93 } For passenger traffic . 1-3-94 }	19·11
			Manshahi Junction to the town of Cooch Behar . 15-12-98	3·27
				22·38
	Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native State section) . . . . . 11·35		Cooch Behar-Santrabari Extension (Native States section)—	
			Cooch Behar to temporary Alipur Duar (Kholta) . . . 15-4-99	10·91
			Temporary Alipur Duar (Kholta) to south bank of Kaljani river . . 18-1-1900	0·44
				11·35
	TOTAL .	33·73	TOTAL OPEN MILEAGE.	33·73
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)	33·73		33·73

D—*continued.*

progress on the 31st March 1900.

WORKED BY STATE RAILWAY AGENCY. Special gauges.

Details of construction.	REMARKS.
The line runs through an easy country on an embankment 12 feet wide. It is single throughout. For 18·38 miles the rails are steel, 25lb. to the yard, laid on pyinkado sleepers ($5' \times 8'' \times 4''$); 15·35 miles are of 40lb. iron rails on sâl sleepers ($6' \times 8'' \times 4\frac{1}{2}''$). The line is unballasted. The bridges, except three arched culverts, are of brickwork with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway. An extension of the Cooch Behar line to the town of Cooch Behar, 3·72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897. The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX

Railways constructed and in

Special gauges. LINE OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
XCIX	**Morvi—**		Miles.	*Main line—*		
	2′ 6″ GAUGE.			Wadhwán to Dolia	11-3-86	24·00
	Main line—			Dolia to Vánkáner	20-11-86	27·51
	Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viâ* Vánkáner to Morvi	67·21		Vánkáner to Morvi	24-3-87	15·70
						67·21
	Branch—			*Rájkot branch—*		
	Vánkáner to Rájkot, including the extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway (*Rájkot branch*)	25·86		Vánkáner to Rájkot	1-1-90	25·25
				Extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway	6-8-94	0·61
						25·86
			93·07	TOTAL OPEN MILEAGE		93·07
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (SPECIAL GAUGE)		93·07			93·07

D—*continued.*

progress on the 31st March 1900.

BY NATIVE STATE. Special gauges.

Detail of construction.	REMARKS.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41¼lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are: 19lb. rails . . . 20·50 miles. 29 „ „ . . . 50·96 „ 41¼ „ „ . . . 21·61 „ 93·07 On the Rájkot branch, from Rájkot station to mile 58 (Sindhávadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41¼lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41¼lb. rails have been laid to mile 55. During the year 930 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhwán and Dolia, chiefly in salty places. The extension across the Aji river has been laid with metre gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers of that gauge. The ruling gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below:	Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
Wadhwán to Dolia—	Miles.	
(Between 0 and 24 miles from Wadhwán) .	1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner—		
(Between 24 and 51·75 miles)	1·03	„ „ 375 to 800 „
Vánkáner to Morvi—		
(Between 51·75 and 68·50 miles) . .	0·18	„ „ 550 to 850 „
Vánkáner to Rájkot—		
(Between 0 and 25·25 miles from Vánkáner)	0·62	„ „ 500 to 800 „

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
	Powayan—				
	2′ 6″ GAUGE.				
	Sháhjahánpur (310·00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan, and thence to Mailáni on the Rohilkund and Kumaon railway . .		39·50	Sháhjahánpur to Powayan . 17-6-90 Powayan to Khotar . . 19-5-91 Khotar to Mailáni . . 22-12-94	17·00 14·00 8·50
				TOTAL OPEN MILEAGE .	39·50
	Dandot colliery—				
	2′ 0″ GAUGE.				
	Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine .	1·89		Dandot station to the mouth of the main mine (open for coal traffic only) 5-7-89	1·89
	Head of middle incline to shaft No. 10 of outcrop mine	1·29		Head of middle incline to shaft No. 10 of outcrop mine . 1-7-93	1·29
	Head of upper incline to Pidh coal platform	3·00		Head of upper incline to Pidh coal platform . . . 6-6-95	3·00
			6·18	TOTAL OPEN MILEAGE . .	6·18

D—*continued.*

constructed and in progress on the 31st March 1900.

Special gauges.

Details of construction.	REMARKS.
The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailáni where it joins the Rohilkund and Kumaon railway.	The section from Sháhjahánpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailáni in February 1894. The tramway is under the management of Messrs. Lyall, Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Sháhjahánpur.
The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. The grades on the inclines vary from 1 in 2·30 to 1 in 17, with minimum curves of a radius of 60 feet. The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36lb. and 40lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2·50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table :—	This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{60}$ and less.	$\frac{1}{61}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles.	Mile.	Miles.	Miles.		
2·46	0·06	...	1·36	Varying from 74 to 450 feet.	

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Thatôn-Duyinzâik—	Miles.		Miles.
	2' 6" GAUGE.			
	Thatôn to Duyinzâik on the Donedamie river	7·76	Thatôn to Duyinzâik . . 11-2-85	7·76
	Parlakimedi—			
	2' 6" GAUGE.			
	Naupada to Parlakimedi	25·00		
	Madura District Tramways—			
	2' 6" GAUGE.			
	Ammayanakkanur to Kotagudi .	55·00		
	Periyakulam to Krishnamanaik's tope	5·00		
	Thene to Kuruvanath . . .	33·00		
		93·00		

D—*concluded.*

constructed and in progress on the 31st March 1900.

Special gauges.

Detail of construction.	REMARKS.
The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted. An aggregate length of 5,600 feet is situated on a grade of $\frac{1}{80}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.	This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of R8,100 per annum for three years, but the amount was reduced from 11th February 1888 to R6,000 per annum. On the 11th August 1894 the payment of this subsidy ceased altogether. The line now receives a subsidy of R100 per month.

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	20·58	203·11	1,695·03	1,024·82	2·22	854·63	...	...
In progress	...	...	245·23	126·40	60·58	...	...	...
Total length sanctioned	20·58	203·11	1,940·26	1,151·22	62·80	854·63	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	705·82	...	374·00	1,062·37	1,792·50	...	...	...
In progress	4·55	...	6·00	87·05	69·21	...	...	...
Total length sanctioned	710·37	...	380·00	1,149·42	1,861·71	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	771·43	1,105·91	...	...	...	392·14	...	...
In progress	59·76	50·12	...	...	...	...	...	...
Total length sanctioned	831·19	1,156·03	...	...	...	392·14	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	155·77	101·06	32·05	581·76	...	...	...
In progress	...	...	...	...	0·79	...	...	...
Total length sanctioned	...	155·77	101·06	32·05	582·55	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	13·35	...	...	...	11·13	...	...
In progress	...	20·75	...	...	...	...	...	...
Total length sanctioned	...	34·10	...	...	...	11·13	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	...	...	107·05	...	...	...
In progress	...	...	...	...	79·61	...	...	...
Total length sanctioned	...	...	...	...	186·66	...	...	...
TOTAL.								
Opened for traffic	1,497·83	1,478·14	2,170·09	2,119·24	2,483·53	1,257·90	...	...
In progress	64·31	70·87	251·23	213·45	210·19	...	...	...
Total length sanctioned	1,562·14	1,549·01	2,421·32	2,332·69	2,693·72	1,257·90	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1900.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	490·99	...	...	...	...	...	...	...	4,312·72
...	...	...	...	...	...	...	...	...	...	...	432·21
1·75	...	19·59	490·99	...	...	...	...	...	...	...	4,744·93
...	...	...	...	416·96	691·64	...	...	...	...	...	5,043·29
...	...	...	...	...	5·30	...	...	...	...	...	172·11
...	...	...	...	416·96	696·94	...	...	...	...	...	5,215·40
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,612·33
...	...	...	...	...	...	...	...	...	...	...	109·88
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,722·21
...	...	3·65	...	...	...	...	...	...	...	...	874·29
...	...	...	...	...	...	...	...	...	...	...	0·79
...	...	3·65	...	...	...	...	...	...	...	...	875·08
330·13	10·00	51·52	274·41	...	...	...	12·99	...	...	...	703·53
...	...	...	...	...	...	...	...	...	...	...	20·75
330·13	10·00	51·52	274·41	...	...	...	12·99	...	...	...	724·28
...	...	...	...	...	...	...	...	15·92	...	...	122·97
...	...	...	...	...	...	...	...	...	...	...	79·61
...	...	...	...	...	...	...	...	15·92	...	...	202·58
466·80	99·03	74·76	765·40	416·96	691·64	...	164·89	15·92	...	...	13,669·13
...	...	...	...	...	5·30	...	...	...	...	...	815·35
466·80	99·03	74·76	765·40	416·96	696·94	...	164·89	15·92	...	...	14,484·48

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	1,551·52	785·07	687·98	1,156·53	367·41	33·10	264·83	993·29
In progress	146·80	...	127·55	33·00	...	...	300·31	407·73
Total length sanctioned	1,698·32	785·07	815·53	1,189·53	367·41	33·10	565·14	1,401·02
STATE LINES WORKED BY THE STATE.								
Opened for traffic	...	...	565·03	79·60	...	...	...	...
In progress	...	...	45·81	...	...	...	17·33	...
Total length sanctioned	...	...	610·84	79·60	...	...	17·33	...
ASSISTED COMPANIES.								
Opened for traffic	...	54·59	137·06	53·92	...	...	85·00	...
In progress	16·90	...	151·56	...	...	...	...	...
Total length sanctioned	16·90	54·59	288·62	53·92	...	...	85·00	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	153·70	...	...	...	...	...	...
In progress	121·54	29·60	...	...	...	...	...	...
Total length sanctioned	121·54	183·30	...	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
FOREIGN LINES.								
Opened for traffic	5·05	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	5·05	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,556·57	993·36	1,390·07	1,290·05	367·41	33·10	349·83	993·29
In progress	285·24	29·60	324·92	33·00	...	...	317·64	407·73
Total length sanctioned	1,841·81	1,022·96	1,714·99	1,323·05	367·41	33·10	667·47	1,401·02

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1900.

Hyder-ábad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	7,050·41
...	...	...	...	...	...	...	...	...	...	...	1,015·39
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	8,065·80
...	...	...	...	...	...	...	...	...	...	...	644·63
...	...	...	...	...	69·06	...	...	...	...	...	132·20
...	...	...	...	...	69·06	...	...	...	...	...	776·83
...	...	...	...	...	...	...	...	...	...	...	347·47
...	...	...	...	...	...	...	...	...	...	...	151·56
...	...	...	...	...	...	...	...	...	...	...	499·03
122·23	105·65	...	...	...	...	...	...	...	...	...	381·58
230·05	...	...	...	...	...	...	...	...	...	...	381·19
352·28	105·65	...	...	...	...	...	...	...	...	...	762·77
...	...	542·80	...	...	...	455·18	...	...	...	...	997·98
...	...	307·85	...	...	...	...	...	...	...	...	307·85
...	...	850·65	...	...	...	455·18	...	...	...	...	1,305·83
...	...	...	...	...	...	...	...	...	51·00	17·44	73·49
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	51·00	17·44	73·49
156·60	401·65	1,189·30	233·81	...	...	455·18	...	...	51·00	17·44	9,495·56
230·05	...	307·85	...	...	69·06	...	...	...	...	...	1,988·19
386·65	401·65	1,497·15	233·81	...	69·06	455·18	...	...	51·00	17·44	11,483·75

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY COMPANY.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	55·73	...	...
Total length sanctioned	...	...	...	...	...	55·73	...	...
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	36·00	...
In progress	...	...	...	...	41·90	...	...	...
Total length sanctioned	...	...	...	...	41·90	...	36·00	...
ASSISTED COMPANIES.								
Opened for traffic	...	15·52	150·81	...	...	...	20·10	...
In progress	...	33·00	...	...	58·00	...	...	...
Total length sanctioned	...	48·52	150·81	...	58·00	...	20·10	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	116·17	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	116·17	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	33·62	...	...	...	...	...
In progress	...	...	0·11	...	...	...	...	...
Total length sanctioned	...	...	33·73	...	...	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	131·69	184·43	...	...	...	56·10	...
In progress	...	33·00	0·11	...	99·90	55·73	...	...
Total length sanctioned	...	164·69	184·54	...	99·90	55·73	56·10	...
TOTAL ALL RAILWAYS.								
Opened for traffic	3,054·40	2,603·19	3,744·59	3,409·29	2,850·94	1,291·00	405·93	993·29
In progress	349·55	133·47	576·26	246·45	310·09	55·73	317·64	407·73
Total length sanctioned	3,403·95	2,736·66	4,320·85	3,655·74	3,161·03	1,346·73	723·57	1,401·02
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	...	...	...	39·50	6·18	...	...	7·76
In progress	118·00	...	...	...	...	...	...	...
Total length sanctioned	118·00	...	...	39·50	6·18	...	...	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1900.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	Total.
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	55·73
...	...	...	...	...	...	...	...	...	...	...	55·73
...	...	...	...	...	...	...	...	...	...	...	36·00
...	...	...	...	...	...	...	...	...	...	...	41·90
...	...	...	...	...	...	...	...	...	...	...	77·90
6·23	...	...	...	...	...	...	...	...	...	...	192·66
...	...	...	...	...	...	...	...	...	...	...	91·00
6·23	...	...	...	...	...	...	...	...	...	...	283·66
...	...	...	126·14	...	...	...	...	...	...	...	242·31
...	...	...	31·81	...	...	...	...	...	...	...	31·81
...	...	...	157·95	...	...	...	...	...	...	...	274·12
...	...	...	...	...	...	...	...	...	...	...	33·62
...	...	...	...	...	...	...	...	...	...	...	0·11
...	...	...	...	...	...	...	...	...	...	...	33·73
...	...	...	...	...	...	93·07	...	...	...	...	93·07
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	93·07	...	...	...	...	93·07
6·23	...	...	126·14	...	...	93·07	...	...	...	...	597·66
...	...	...	31·81	...	...	...	...	...	...	...	220·55
6·23	...	...	157·95	...	...	93·07	...	...	...	...	818·21
629·63	467·68	1,264·06	1,125·35	416·96	691·64	548·25	164·89	15·92	51·00	17·44	23,762·35
230·05	...	307·85	31·81	...	74·36	...	...	...	...	...	3,024·09
859·68	467·68	1,571·91	1,157·16	416·96	766·00	548·25	164·89	15·92	51·00	17·44	26,786·44
...	...	...	...	...	...	...	...	...	...	...	53·44
...	...	...	...	...	...	...	...	...	...	...	118·00
...	...	...	...	...	...	...	...	...	...	...	171·44

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Naini Junction.	Commences at: Nearest railway station.	Ends at: Distance from Naini Junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE.		Miles. Feet.		Miles. Feet.		Miles. Feet.
I	East Indian	Rewah*	24 3,435	Shiurájpur	29 4,130	Shiurájpur	5 695
		Rewah*	39 575	Bargarh	42 872	Bargarh	3 297
		Rewah*	42 3,512	Bargarh	47 342	Dabhaura	4 2,110
		Rewah*	93 4,823	Jaitwár	108 1,101	Sutna	14 1,558
		Putter Kachar	79 1,981	Majhgawán	79 4,650	Majhgawán	... 2,669
		Kothi*	79 4,650	Majhgawán	81 571	Majhgawán	1 1,201
		Kothi*	85 4,036	Majhgawán	86 3,461	Majhgawán	... 4,705
		Sohawal*	81 571	Majhgawán	83 1,850	Majhgawán	2 1,279
		Sohawal*	86 3,461	Majhgawán	91 3,016	Jaitwár	4 4,835
		Panna*	83 1,850	Majhgawán	85 4,036	Majhgawán	2 2,186
		Nagode*	91 3,016	Jaitwár	93 4,823	Jaitwár	2 1,807
		Nagode*	108 1,101	Sutna	123 5,239	Unchehra	15 4,138
		Maihar*	123 5,239	Unchehra	156 2,385	Jukehi	32 2,426
						Total	89 3,506
			Distance from Nágpur Junction.		Distance from Nágpur Junction.		
III	Bengal-Nágpur	Khairagarh	114 3,871	Bortaláo	139 1,705	Musrá	24 3,114
		Nándgaon	139 1,705	Musrá	158 2,747	Muripár	19 1,042
		Sakti	302 ...	Bárádúár	311 2,560	Sakti	9 2,560
		Raigarh	311 2,560	Sakti	349 3,841	Jamga	38 1,281
		Gángpur	349 3,841	Jamga	365 3,648	Belpahár	15 5,087
		Gángpur	397 ...	Bágdehi	403 204	Bámra	6 204
		Gángpur	419 615	Gárpos	463 2,500	Jaraikela	44 1,885
		Bámra	403 204	Bámra	419 615	Gárpos	16 411
		Sarikela	514 1,400	Amda	541 2,076	Kandra	7 676
	Katni branch	Rewah	329 3,874	Khairi	430 3,939	Chandia	101 65
			Distance from Khargpur.		Distance from Khargpur.		282 485
	Sini-Khargpur section	Seraikela	84 2,820	Kalimati	99 2,690	Sini	14 5,150
			Distance from Barang.		Distance from Barang.		
	Cuttack-Khargpur section	Moharbhanj	132 2,800	Baripada	133 900	Moharbhanj	... 3,380
		Moharbhanj	135 420	Moharbhanj	135 1,740	Moharbhanj	... 1,320
		Moharbhanj	135 2,500	Moharbhanj	135 4,330	Moharbhanj	... 1,830
		Moharbhanj	136 1,820	Moharbhanj	136 4,020	Moharbhanj	... 2,200
							1 3,450
			Distance from Itársi Junction.		Distance from Itársi Junction.	Total	298 3,805
IV	Indian Midland						
	Bhopal-Jhánsi-Agra section.	Bhopal	56 5,023	Bhopal	86 2,142	Bhílsa	29 2,399
		Gwalior	86 2,142	Bhílsa	116 2,936	Básoda	30 79
		Kurwai	116 2,936	Básoda	117 983	Básoda	... 3,327
		Gwalior	117 983	Básoda	120 2,756	Bágru	3 1,773
		Kurwai	120 2,756	Bágru	122 216	Bágru	1 2,740
		Gwalior	122 216	Bágru	128 2,206	Kalhar	6 1,990
		Bhopal	128 2,206	Kalhar	129 5,206	Bamora	1 3,000
		Kurwai	129 5,206	Bamora	131 3,186	Bamora	1 3,260
		Kurwai	132 4,866	Bamora	137 4,316	Kethora	4 4,730
		Orchha	212 129	Basai	213 3,280	Basai	1 3,160
		Khaniadhána	213 3,280	Basai	217 2,539	Basai	3 4,539
		Datia	248 861	Datia	267 4,990	Dabra	19 4,129
		Gwalior	267 4,990	Dabra	334 1,591	Hetampur	66 1,881
		Dholpur	334 1,591	Hetampur	353 4,745	Saiya	19 3,154
	Jhánsi-Mánikpur section.	Orchha	242 477	Jhánsi	243 2,547	Jhánsi	1 2,070
		Orchha	244 1,097	Jhánsi	246 357	Barwa Ságar	1 4,540
		Orchha	246 3,937	Barwa Ságar	249 2,907	Barwa Ságar	2 4,250
		Orchha	252 437	Barwa Ságar	258 647	Teharka	6 210
		Orchha	258 4,287	Teharka	258 3,587	Teharka	... 300
						Carried over	202 4,011
							388 2,031

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Itársi junction.	Commences at: Nearest railway station.	Ends at: Distance from Itársi junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE —*continued.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward	388 2,031
							202 4,011
IV	Indian Midland—*concld.*	Orchha	260 3,287	Teharka	267 3,467	Teharka	7 180
	Jhansi-Manikpur section—*concld.*	Alipura	286 2,217	Harpálpur	290 4,107	Harpálpur	4 1,890
		Alipura	292 3,927	Harpálpur	293 1,517	Harpálpur	... 2,870
		Garauli	300 827	Jaitpur	301 1,327	Jaitpur	1 500
		Chobe Jagir	391 322	Tamlia	396 2,467	Chitrakot	5 2,145
	Jhánsi-Cawnpore section.	Samther	263 4,907	Moth	268 1,617	Moth	4 1,990
		Samther	276 4,317	Púnch	279 2,877	Púnch	2 3,840
		Samther	281 767	Púnch	284 3,277	Púnch	3 2,510
	Bina-Katni section	Panna	267 1,488	Sagoni	273 3,308	Salaia	6 1,820
						Total	238 636
			Distance from Godhra Junction.		Distance from Godhra Junction.		
VI	Godhra-Rutlam-Nágdá						
	Godhra to Rutlam	Baria	14 1,940	Sunth Road	15 2,400	Sunth Road	1 460
		Baria	15 4,150	Sunth Road	35 1,041	Jékót	19 2,171
		Jhabua	59 2,234	Anás	66 324	Meghnagar	6 3,370
		Bori	66 324	Meghnagar	68 864	Meghnagar	2 540
		Jhabua	68 864	Meghnagar	75 1,404	Bajranggarh	7 540
		Indore	75 1,404	Bajranggarh	83 3,617	Amargarh	8 2,213
		Jhabua	83 3,617	Amargarh	84 4,137	Amargarh	1 520
		Indore	84 4,137	Amargarh	88 544	Bamnia	3 1,687
		Jhabua	88 544	Bamnia	91 2,534	Bhairongarh	3 1,990
		Sailana	91 2,534	Bhairongarh	107 3,059	Marwani	16 525
		Rutlam	107 3,059	Marwani	115 735	Rutlam	7 2,956
			Distance from Rutlam.		Distance from Rutlam.		76 1,132
	Rutlam to Nágdá.	Rutlam	... ...	Rutlam	... 4,464	Rutlam	... 4,464
		Sailana	... 4,464	Rutlam	1 5,234	Rutlam	1 770
		Rutlam	1 5,234	Rutlam	4 75	Bangrod	2 121
		Sailana	4 75	Bangrod	6 4,645	Bangrod	2 4,570
		Gwalior	6 4,645	Bangrod	26 11	Nágdá	19 646
			Distance from Dhond Junction.		Distance from Dhond Junction.		26 11
						Total	102 1,143
VIII	Dhond-Manmád	Hyderabad	105 3,432	Puntámba	107 2,145	Samvatsar	1 3,993
			Distance from Kurrachee.		Distance from Kurrachee.		
XI	North Western	Patiála	951 1,250	Sánahwál	955 1,700	Doráha	4 450
		Patiála	956 2,800	Doráha	957 1,850	Chawa	... 4,330
		Patiála	963 400	Chawa	964 2,350	Khanna	1 1,950
		Patiála	969 3,830	Khanna	970 4,069	Sirhind	1 239
		Nábha	970 4,069	Khanna	970 5,080	Sirhind	... 1,011
		Patiála	970 5,080	Sirhind	1,002 3,800	Umballa City	31 4,000
		Kapurthala	882 3,803	East bank, Beas	893 1,133	Hamira	10 2,610
		Kapurthala	910 509	Jullundur Cantonment	921 918	Phagwara	11 409
		Bahawalpur*	407 1,668	Dhandi	554 3,777	Adamwahan bridge	147 2,109
							208 1,268
			Distance from Kiámári.		Distance from Kiámári.		
	Kotri-Rohri Chord line.	Khairpur	294 422	Rohri	293 1,584	Rohri	... 4,118
		Khairpur	289 1,056	Begmanji	248 3,115	Mehrabpur	40 3,221
		Khairpur	214 1,795	Bandhi	215 4,382	Bandhi	1 2,587
	Pishin section	Kalat	359 4,171	Jhatput	444 1,795	Mithri	84 2,904
	Mushkaf-Bolan line.	Kalat	455 4,540	Nari Bank	464 4,065	Mushkaf	8 4,805
		Kalat	517 ...	Kolpur	532 3,960	Sariab	15 3,960
							152 475
			Distance from Moghal Sarai, *viâ* chord.		Distance from Moghal Sarai, *viâ* chord.	Total	360 1,743
XIII	Oudh and Rohilkhand.	Rámpur	364 2,842	Mungra	365 822	Mungra	... 3,260
		Rámpur	365 3,232	Milak	384 1,567	Rámpur	18 3,615
						Total	19 1,595
			Distance from Bombay.		Distance from Bombay.		
XVII	Great Indian Peninsula.	Akalkot*	298 4,257	Tilate	315 2,970	Boroti	16 3,993
		Kurundvád	315 2,970	Boroti	324 478	Dudhni	8 2,788
		Hyderabad	324 468	Dudhni	442 236	Ráichúr	117 5,048
		Hyderabad	300 1,402	Khámkhed	452 825	Pulgaon	151 4,703
						Total	295 692
						Carried over	1,405 1,273

* The lands occupied by the North Western State and Great Indian Peninsula railways in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Bombay.	Commences at: Nearest railway station.	Ends at: Distance from Bombay.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE —*continued.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XVIII	Bombay, Baroda and Central India—					Brought forward .	1,405 1,273
	Bombay to Ahmedabad.	Baroda* . .	134 2,290	Bilimora .	137 3,855	Amalsád . .	3 1,565
		Baroda* . .	137 5,157	Amalsád .	138 2,797	Amalsád . .	... 2,920
		Sachin* . .	142 2,230	Amalsád .	143 4,676	Vedcha . .	1 2,446
		Baroda* . .	148 1,942	Navsári . .	156 2,134	Sachin . .	8 192
		Sachin* . .	156 2,134	Sachin . .	160 4,446	Sachin . .	4 2,312
		Baroda* . .	177 1,994	Sáyan . .	177 2,657	Sáyan . .	... 663
		Baroda* . .	182 4,237	Kim . .	190 2,344	Pánoli . .	7 3,387
		Baroda* . .	217 4,285	Pálej . .	218 3,980	Pálej . .	... 4,975
		Baroda* . .	219 4,898	Pálej . .	258 3,140	Vásad . .	38 3,522
		Baroda* . .	286 1,296	Nadiád . .	287 3,261	Mehmadabad .	1 1,965
	Ahmedabad to Wadhwán.	Bajána . .	357 3,960	Sábli Road .	359 1,760	Sábli Road .	1 3,080
		Bajána . .	360 1,795	Sábli Road .	366 3,510	Lilápur Road .	6 1,715
		Lakhtar . .	366 3,510	Lilápur Road .	366 3,750	Lilápur Road .	... 240
		Lakhtar . .	369 4,240	Lilápur Road .	378 4,170	Lakhtar . .	8 5,210
		Wadhwán . .	378 4,170	Lakhtar . .	389 3,020	Wadhwán . .	10 4,130
			Distance from Viramgám Junction.		Distance from Viramgám Junction.		94 1,362
	Pátri branch .	Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Bajána . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
							13 3,781
			Distance from Madras.		Distance from Madras.	Total .	107 5,143
XIX	Madras South-west line—						
	Bangalore branch	Mysore . .	163 3,802	Bisanatham .	219 1,941	Bangalore City .	55 3,419
	North-west line	Hyderabad .	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
						Total .	72 2,559
			Distance from Delhi.		Distance from Delhi.		
XX	Delhi-Umballa-Kalka.	Patiála . .	131 686	Lalru . .	136 2,940	Ghaggar . .	5 2,254
		Kalsia . .	136 2,940	Ghaggar .	137 4,900	Ghaggar . .	1 1,960
		Patiála . .	137 4,900	Ghaggar .	138 5,220	Ghaggar . .	1 320
		Kalsia . .	138 5,220	Ghaggar .	142 4,623	Ghaggar . .	3 4,683
		Kalsia . .	144 3,250	Ghaggar .	147 3,355	Ghaggar . .	3 105
		Patiála . .	154 4,463	Chandigarh .	160 4,262	Kalka . .	5 5,079
		Patiála . .	161 836	Kalka . .	161 2,736	Kalka . .	... 1,900
			Distance from Kiámári.		Distance from Kiámári.	Total .	21 551
XXIII	Southern Punjáb (Delhi-Samásata).	Bahawalpur .	544 3,150	Samásata .	699 1,060	Sujjawalpur .	154 3,190
		Bikaner . .	699 1,060	Sujjawalpur .	702 4,500	Sujjawalpur .	3 3,440
		Patiala . .	748 325	Gadarbaha .	768 3,415	Kot Fateh .	20 3,090
		Patiala . .	771 1,495	Kot Fateh .	800 430	Budhlada . .	28 4,215
		Patiala . .	810 80	Bareta . .	819 4,570	Jakhal . .	9 4,490
		Patiala . .	820 1,400	Jakhal . .	822 2,430	Jakhal . .	2 1,030
		Patiala . .	823 4,540	Jakhal . .	824 740	Jakhal . .	... 1,480
		Patiala . .	833 1,270	Tohana . .	861 4,700	Jhind . .	28 3,430
		Jhind . .	863 1,840	Jhind . .	888 2,345	Karainthi . .	25 505
	Narwana-Kaithal branch.	Patiala . .	846 1,970	Narwana .	864 2,930	Kaithal . .	18 960
			Distance from Kankra Khari.		Distance from Kankra Khari.	Total .	291 4,710
XXV	Tápti Valley (Kankra Khari to Amalner).	Sachin . .	...	Kankra Khari .	... 1,700	Kankra Khari .	... 1,700
		Sachin . .	1 2,400	Kankra Khari .	2 1,270	Kankra Khari .	... 4,150
		Baroda . .	2 1,270	Kankra Khari .	2 3,600	Kankra Khari .	... 2,330
		Sachin . .	2 3,600	Kankra Khari .	3 2,100	Chalthan . .	... 3,780
		Baroda . .	3 2,100	Chalthan . .	16 600	Bardoli . .	12 3,780
		Baroda . .	17 450	Bardoli .	20 750	Bardoli . .	3 300
		Baroda . .	29 3,400	Madhi . .	48 3,310	Songhad . .	18 5,190
						Total .	37 110
						Carried over .	1,935 3,786

* The lands occupied by the Bombay, Baroda and Central India railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now, form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Jalamb Junction.	Commences at: Nearest railway station.	Ends at: Distance from Jalamb Junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE —*concluded.*					Brought forward	1,935 3,786
XXVI	Khámgaon	Hyderabad	...	Jalamb	7 2,889	Khámgaon	7 2,889
			Distance from Badnera Junction.		Distance from Badnera Junction.		
XXVII	Amráoti	Hyderabad	...	Badnera	5 2,300	Amráoti	5 2,300
			Distance from Itársi Junction.		Distance from Itársi Junction.		
XXVIII	Bína-Goona-Bárán	Gwalior	157 652	Mangavali	216 5,012	Goona	59 4,360
		Gwalior	216 4,912	Goona	238 4,642	Dharnaoda	21 5,010
		Tonk	238 4,642	Dharnaoda	261 1,571	Kowai	22 2,209
		Kotah	261 1,571	Kowai	290 2,696	Bárán	29 1,125
						Total	133 2,144
			Distance from Itársi Junction.		Distance from Itársi Junction.		
XXIX	Bhopal-Ujjain	Bhopal	56 5,023	Bhopal	89 198	Parbati	32 455
		Gwalior	89 198	Parbati	147 2,498	Maksi	58 2,300
		Indore	147 2,498	Maksi	157 1,398	Tajpur	9 4,180
		Dewas (senior)	157 1,398	Tajpur	159 1,048	Tajpur	1 4,930
		Gwalior	159 1,043	Tajpur	170 5,078	Ujjain	11 4,030
						Total	114 55
			Distance from Itársi Junction.		Distance from Itársi Junction.		
XXX	Bhopal-Itársi (Native state section)	Bhopal	13 660	Hoshangabad	56 5,023	Bhopal	43 4,363
			Distance from Wádi Junction.		Distance from Wádi Junction.		
XXXI	The Nizam's Guaranteed State.	Hyderabad	...	Wádi	312 4,893	Gangineni	312 4,893
		Hyderabad	111 2,800	Husain Ságar	115 280	Hyderabad	3 2,760
		Hyderabad	254 4,481	Dornakal	271 1,754	Mineral terminus	16 2,553
						Total	332 4,926
			Distance from Rutlam.		Distance from Rutlam.		
XXXII	Nágdá-Ujjain	Gwalior	26 11	Nágdá	60 1,772	Ujjain	34 1,711
			Distance from Anand Junction.		Distance from Anand Junction.		
XXXIII	The Gaekwar's Petlád Anand to Petlád	Baroda	6 420	Agás	13 1,860	Petlád	7 1,440
			Distance from Madras.		Distance from Madras.		
XXXIV	Kolar Gold-fields	Mysore	175 2,425	Bowringpet	185 3,385	Marikuppam	10 963
			Distance from Kurrachee.		Distance from Kurrachee.		
XXXVI	Rájpura-Bhátinda	Patiála	992 3,865	Rájpura	1,013 4,500	Dhablán	21 635
		Nábha	1,013 4,500	Dhablán	1,017 1,890	Nábha	3 2,670
		Patiála	1,017 1,890	Dhablán	1,019 2,700	Nábha	2 810
		Nábha	1,019 2,700	Dhablán	1,025 5,250	Nábha	6 2,550
		Patiála	1,025 5,250	Nábha	1,028 420	Chintanwala	2 450
		Nábha	1,028 420	Nábha	1,029 45	Chintanwala	... 4,905
		Patiála	1,029 45	Nábha	1,033 4,830	Chintanwala	4 4,785
		Nábha	1,033 4,830	Chintanwala	1,036 110	Dhuri	2 560
		Patiála	1,036 110	Dhuri	1,073 3,740	Tappa	37 3,630
		Nábha	1,075 1,600	Tappa	1,080 1,560	Rámpura Phúl	4 5,240
		Patiála	1,080 1,560	Rámpura Phúl	1,081 210	Bhuchchu	... 3,930
		Nabha	1,081 210	Rámpura Phúl	1,081 2,600	Bhuchchu	... 2,390
		Patiála	1,093 2,350	Bhuchchu	1,100 2,941	Bhátinda	7 591
						Total	94 1,466
XXXVII	Jammu and Kashmir (Native state section).	Kashmir	920 2,640	Suchetgarh	936 2,217	Tawi	15 4,857
						Total standard gauge.	2,734 4,500

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.	Commences at		Ends at		Intermediate length.
		Names of states.	Distance from Delhi Junction.	Nearest railway station.	Distance from Delhi Junction.	Nearest railway station.	
	METRE GAUGE		Miles. Feet.		Miles. Feet.		Miles. Feet.
XLI	RAJPUTANA-MALWA						
	DELHI TO AHMEDABAD.	Pataudi	35 2,090	Játaoli	39 3,824	Játaoli	4 1,734
		Pataudi	41 1,215	Játaoli	41 2,529	Khalilpur	... 1,314
		Nábha	57 4,626	Báwal	68 791	Ajeráka	10 1,445
		Ulwur	68 791	Ajeráka	125 1,416	Baswa	57 625
		Jaipur	125 1,416	Baswa	245 3,100	Sáli	120 1,684
		Jaipur	245 4,460	Sáli	246 570	Sáli	... 1,390
		Jaipur	246 1,025	Sáli	247 2,645	Tilaunia	1 1,620
		Kishengurh	245 3,100	Sáli	245 4,460	Sáli	... 1,360
		Kishengurh	246 570	Sáli	246 1,025	Sáli	... 455
		Kishengurh	247 2,645	Tilaunia	249 1,173	Tilaunia	1 3,808
		Kishengurh	251 1,109	Tilaunia	261 217	Kishengurh	9 4,388
		Jodhpur	318 888	Sendra	431 4,261	Keshavganj	113 3,373
		Sirohee	431 4,261	Keshavganj	472 1,508	Maval	40 2,527
		Pálanpur	472 1,508	Maval	511 4,520	Chhápi	39 3,012
		Baroda	511 4,520	Chhápi	568 750	Khodiar	56 1,510
							455 3,845
			Distance from Phulera Junction.		Distance from Phulera Junction.		
	SÁMBHAR BRANCH	Jaipur	...	Phulera	1 2,518	Phulera	1 2,518
		Jaipur and Jodhpur	1 2,518	Phulera	6 3,180	Sámbhar	5 662
		Jodhpur	6 3,180	Sámbhar	21 5,214	Kuchámán Road	15 2,034
							21 5,214
			Distance from Agra Junction.		Distance from Agra Junction.		
	AGRA BRANCH	Bharatpore	21 3,744	Ikran	58 4,902	Kherli	37 1,158
		Ulwur	58 4,902	Kherli	67 2,183	Ghosráná	8 2,561
		Ulwur	68 2,762	Ghosráná	69 2,889	Ghosráná	1 127
		Ulwur	76 140	Hindaun Road	77 2,604	Rámpura	1 2,464
		Ulwur	78 1,046	Rámpura	83 1,317	Biwai	5 271
		Ulwur	85 3,029	Biwai	87 4,766	Biwai	2 1,737
		Jaipur	67 2,183	Ghosráná	68 2,762	Ghosráná	1 579
		Jaipur	69 2,889	Ghosráná	76 140	Hindaun Road	6 2,531
		Jaipur	77 2,604	Rámpura	78 1,046	Rámpura	... 3,722
		Jaipur	83 1,317	Biwai	85 3,029	Biwai	2 1,712
		Jaipur	87 4,766	Biwai	93 2,758	Bándikui	5 3,272
							71 4,294
			Distance from Ajmer Junction.		Distance from Ajmer Junction.		
	MALWA SECTION (AJMER TO KHANDWA).	Udaipur	41 1,950	Barl	122 5,030	Shambhúpúra	81 3,080
		Udaipur	125 5,090	Shambhúpúra	127 1,250	Shambhúpúra	1 1,440
		Tonk	122 5,030	Shambhúpúra	125 5,090	Shambhúpúra	3 60
		Tonk	127 1,250	Shambhúpúra	138 2,200	Kesarpura	11 950
		Tonk	143 2,700	Kesarpura	145 1,200	Neemuch	1 3,780
		Gwalior	138 2,200	Kesarpura	143 2,700	Kesarpura	5 500
		Gwalior	145 1,200	Neemuch	163 2,400	Malhárgarh	18 1,200
		Gwalior	174 2,720	Tharod	205 5,130	Dhodhar	31 2,410
		Gwalior	249 3,900	Rumja	258 3,160	Barnagar	8 4,540
		Gwalior	259 4,070	Barnagar	271 1,700	Chambal	11 2,910
		Gwalior	278 2,360	Fatehabad	281 3,600	Fatehabad	3 1,240
		Gwalior	287 2,700	Ajnod	287 3,300	Ajnod	... 600
		Indore and Gwalior combined	282 2,900	Fatehabad	283 4,712	Fatehabad	1 1,812
		Gwalior	285 1,400	Ajnod	285 4,950	Ajnod	... 2,650
		Indore and Gwalior combined	288 1,700	Ajnod	289 1,126	Ajnod	... 4,706
		Gwalior	292 150	Ajnod	294 150	Pália	2 ...
		Jaora	163 2,400	Malhárgarh	170 1,700	Píplia	6 4,580
		Jaora	171 4,980	Tharod	172 4,280	Tharod	... 4,580
		Jaora	173 1,000	Tharod	173 1,650	Tharod	... 650
		Jaora	205 5,130	Dhodhar	219 4,080	Námli	13 4,230
		Indore	170 1,700	Píplia	171 4,980	Tharod	1 3,280
		Indore	172 4,280	Tharod	173 1,000	Tharod	... 2,000
		Indore	173 1,650	Tharod	174 2,720	Tharod	1 1,070
		Indore	271 1,700	Chambal	278 2,360	Fatehabad	7 660
						Carried over	214 128
							549 2,793

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Ajmer Junction.	Commences at: Nearest railway station.	Ends at: Distance from Ajmer Junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	METRE GAUGE—*continued.*						
						Brought forward	549 2,793
XLI	RAJPUTANA-MALWA—*concluded.*						214 128
	MALWA SECTION (AJMER TO KHANDWA)—*concld.*	Indore	281 3,600	Fatehabad	282 2,900	Fatehabad	... 4,580
		Indore	283 4,712	Fatehabad	285 1,400	Ajnod	1 1,968
		Indore	285 4,050	Ajnod	287 2,700	Ajnod	1 3,930
		Indore	287 3,300	Ajnod	288 1,700	Ajnod	... 3,680
		Indore	289 1,126	Ajnod	292 150	Ajnod	2 4,304
		Indore	294 150	Pália	355 ...	Mortakka	60 5,130
		Indore	358 1,200	Sanáwad	363 3,800	Nimar Kheri	5 600
		Indore	366 3,300	Nimar Kheri	367 1,450	Nimar Kheri	... 3,430
		Rutlam	219 4,080	Námli	222 3,050	Námli	2 4,250
		Rutlam	222 5,050	Námli	226 650	Námli	3 880
		Rutlam	229 550	Rutlam	235 400	Rutlam	5 5,130
		Rutlam	235 1,050	Rutlam	242 4,830	Naugánwán	7 3,780
		Rutlam	244 4,880	Naugánwán	246 4,930	Naugánwán	2 50
		Sailána	222 3,050	Námli	222 5,050	Námli	... 2,000
		Sailána	226 650	Námli	229 550	Rutlam	2 5,180
		Sailána	235 400	Rutlam	235 1,050	Rutlam	... 650
		Sailána	242 4,830	Naugánwán	244 4,880	Naugánwán	2 50
		Sailána	246 4,930	Naugánwán	249 600	Runija	2 950
		Dhár	249 600	Runija	249 3,900	Runija	... 3,300
		Dhár	258 3,160	Barnagar	259 4,070	Barnagar	1 910
							319 2,080
			Distance from Fatehabad Junction.		Distance from Fatehabad Junction.		
	UJJAIN BRANCH	Gwalior	...	Fatehabad	10 400	Ujjain	10 400
		Indore	10 400	Ujjain	10 2,700	Ujjain	... 2,300
		Gwalior	10 2,700	Ujjain	14 1,500	Ujjain	3 4,080
							14 1,500
			Distance from Rewári Junction.		Distance from Rewári Junction.		
	REWÁRI TO FEROZEPORE.	Dujána	19 1,300	Kosli	19 3,350	Kosli	... 2,050
		Dujána	20 220	Kosli	22 430	Jhárlí	2 210
		Jínd	29 2,975	Jhárlí	45 2,000	Mánheru	15 4,305
		Patiála	164 2,100	Kalánwáli	190 2,330	Goniána	26 230
		Patiála	190 4,000	Goniána	191 300	Goniána	... 1,580
		Farídkot	190 2,330	Goniána	190 4,000	Goniána	... 1,670
		Farídkot	191 300	Goniána	195 2,400	Goniána	4 2,[illegible]
		Farídkot	203 2,475	Jaitu	231 2,200	Golehwála	27 5,005
		Nábha	195 2,400	Goniána	203 2,475	Jaitu	8 75
							85 1,385
			Distance from Kot Kapúra Junction.		Distance from Kot Kapúra Junction.		
	FÁZILKA BRANCH	Farídkot	...	Kot Kapúra	7 2,350	Bariwála	7 2,350
			Distance from Cawnpore.		Distance from Cawnpore.		
	CAWNPORE TO ACHNERA.	Bharatpur	221 3,540	Bhainsa	225 384	Bhainsa	3 2,124
						TOTAL	429 4,159
			Distance from Pálanpur.		Distance from Pálanpur.		
XLII	PÁLANPUR-DEESA	Pálanpur	...	Pálanpur	17 2,240	Deesa	17 2,240
			Distance from Portuguese frontier.		Distance from Portuguese frontier.		
XLIII	SOUTHERN MAHRATTA—MAIN LINE.	Hyderabad	126 3,813	Harlápur	161 488	Munirabad	34 1,955
		Venkatgiri	395 4,488	Tarlupádu	405 3,549	Márkapur Road	9 4,341
		Venkatgiri	408 3,436	Márkapur Road	409 2,845	Gajjalakonda	... 4,689
		Venkatgiri	412 1,883	Gajjalakonda	429 3,300	Kurichédu	17 1,417
						TOTAL	62 1,842
						Carried over	62 1,842
							996 3,912

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.	Commences at		Ends at		Intermediate length.	
		Names of states.	Distance from Londa Junction.	Nearest railway station.	Distance from Londa Junction.	Nearest railway station.		
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles.	Feet.
						Brought forward	996	3,912
XLIII	Southern Maharatta—*contd.*						62	1,842
	Poona branch	Sangli	25 5,200	Desur	26 1,840	Desur	...	1,920
		Kurundvád	26 1,840	Desur	28 4,325	Desur	2	2,485
		Sangli	37 4,150	Sulebhávi	38 2,975	Sulebhávi	...	4,105
		Sangli	41 2,625	Sulebhávi	47 1,250	Suldhál	5	3,905
		Kurundvád	49 3,375	Suldhál	50 2,200	Suldhál	...	4,105
		Kolhápur	79 3,500	Chikodi Road	80 3,100	Chikodi Road	...	4,880
		Kurundvád	80 3,100	Chikodi Road	82 3,350	Raibag	2	250
		Kolhápur	82 3,350	Raibag	88 4,125	Raibag	6	775
		Kolhápur	90 4,560	Raibag	94 4,000	Kudchi	3	4,720
		Sangli	99 900	Kudchi	103 1,825	Shedbal	4	925
		Miraj	108 1,875	Shedbal	110 4,280	Shedbal	2	2,405
		Sangli	110 4,280	Shedbal	113 5,125	Miraj	3	845
		Miraj	113 5,125	Miraj	119 5,230	Miraj	6	105
		Sangli	123 1,900	Sangli	123 2,200	Sangli	...	300
		Miraj	123 2,200	Sangli	125 2,480	Sangli	2	280
		Sangli	125 2,480	Sangli	126 2,950	Sangli	1	470
		Sangli	127 1,600	Sangli	130 2,120	Tásgaon Road	3	520
		Aundh	142 1,800	Kundal Road	143 2,590	Kundal Road	1	790
		Sangli	143 2,590	Kundal Road	144 340	Kundal Road	...	3,030
		Aundh	144 2,825	Kundal Road	145 1,575	Takari	...	4,030
		Sangli	145 1,575	Takari	146 1,850	Takari	1	275
		Sangli	146 3,950	Takari	147 1,340	Takari	...	2,670
		Aundh	150 3,420	Takari	151 3,760	Shenoli	...	5,020
		Aundh	164 4,225	Karad	165 1,380	Karad	...	2,435
		Jamkhandi	169 3,250	Masur	171 1,675	Masur	1	3,705
		Phaltan	212 2,575	Wathar	223 5,186	Lonand	11	2,611
			Distance from Gadag Junction.		Distance from Gadag Junction.		63	4,761
	Bijápur branch	Rámdrug	21 2,030	Mallápur	26 3,380	Álúr	5	1,350
		Sangli	149 3,980	Lachyán	153 5,250	Lachyán	4	1,270
		Akalkot	156 1,320	Lachyán	166 2,860	Tadval	10	1,540
			Distance from Hubli Junction.		Distance from Hubli Junction.		19	4,160
	Harihar branch	Jamkhandi	5 807	Kundgol	18 4,826	Gudgeri	13	4,019
		Miraj (Junior)	18 4,826	Gudgeri	23 4,284	Gudgeri	4	4,738
		Savanúr	30 2,009	Yalvigi	30 2,656	Yalvigi	...	647
		Savanúr	37 588	Hattimattur	38 4,558	Karajgi	1	3,970
							20	2,814
						Total	166	3,017
XLV	Mysore section (Southern Maharatta).	Mysore	80 4,124	Harihar	377 533	Mysore	296	1,689
			Distance from Sára.		Distance from Sára.			
L	Eastern Bengal (Northern section).	Cooch Behar	157 2,253	Haldibári	163 1,891	Mandalghát	5	4,918
			Distance from Lálmanirhát.		Distance from Lálmanirhát.			
LVIII	Bengal Dooars	Cooch Behar	52 41	Changrabandha	54 34	Bhotepatti	2	93
LXI	Ahmedabad-Parántij—		Distance from Ahmedabad.		Distance from Ahmedabad.			
	Ahmedabad to Idar Ahmadnagar.	Baroda	7 1,398	Naroda	8 1,090	Naroda	...	4,972
		Baroda	16 190	Dehegam	23 1,303	Rakhial	7	1,113
		Baroda	23 2,008	Rakhial	23 2,688	Rakhial	...	680
		Baroda	24 3,988	Rakhial	25 1,518	Rakhial	...	2,810
		Baroda	26 1,608	Rakhial	27 3,987	Rakhial	1	2,379
		Mahi Kantha	11 1,153	Dabhora	16 190	Dehegam	4	4,317
		Mahi Kantha	23 1,303	Rakhial	23 2,008	Rakhial	...	705
		Mahi Kantha	23 2,688	Rakhial	24 3,988	Rakhial	1	1,300
		Mahi Kantha	25 1,518	Rakhial	26 1,608	Rakhial	1	90
		Mahi Kantha	31 1,268	Talod	32 2,378	Talod	1	1,110
		Mahi Kantha	53 116	Ahmadnagar	54 3,115	Ahmadnagar	1	2,999
						Total	20	1,355
						Carried over	1,487	4,424

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Mehsána Junction.	Commences at: Nearest railway station.	Ends at: Distance from Mehsána Junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*continued.*		Miles. Feet.		Miles. Feet.	Brought forward	Miles. Feet. 1,487 4,424
LXIII	THE GAEKWAR'S MEHSÁNA—						
	MEHSÁNA TO VIRAMGÁM.	Baroda . .	...	Mehsána .	10 790	Jhotana . .	10 790
		Kotosan and Ijpura estates (Mahi Kántha Agency).	10 790	Jhotana .	12 4,115	Jhotana . .	2 3,225
	MEHSÁNA TO PÁTAN	Baroda . .	...	Mehsána .	24 3,680	Pátan . .	24 3,680
	MEHSÁNA TO KHERÁLU.	Baroda . .	...	Mehsána .	27 3,140	Kherálu . .	27 3,140
						TOTAL .	65 275
			Distance from Miraj Junction.		Distance from Miraj Junction.		
LXV	KOLHÁPUR . .	Miraj . .	...	Miraj . .	3 2,112	Miraj . .	3 2,112
		Kolhápur . .	5 2,323	Shirol Road .	29 1,056	Kolhápur . .	23 4,013
						TOTAL .	27 845
			Distance from Yesvantpur.		Distance from Yesvantpur.		
LXVI	YESVANTPUR-MYSORE FRONTIER.	Mysore . .	...	Yesvantpur .	51 1,848	Dod Kurugod .	51 1,848
			Distance from Mysore.		Distance from Mysore.		
LXVII	MYSORE-NANJANGÚD	Mysore . .	...	Mysore . .	15 3,815	Nanjangúd .	15 3,815
			Distance from Birur.		Distance from Birur.		
LXVIII	BIRUR-SHIMOGA .	Mysore . .	...	Birur . .	37 5,155	Shimoga . .	37 5,155
LXXII	JODHPUR-BIKANER—		Distance from Kuchámán Road.		Distance from Kuchámán Road.		
	KUCHÁMAN ROAD TO BARMER.	Jodhpur . .	...	KuchámanRoad	267 ...	Barmer . .	267 ...
	LÚNI JUNCTION TO MARWAR RAILWAY JUNCTION.	Jodhpur . .	157 ...	Lúni Junction .	201 ...	Marwar Railway Junction.	44 ...
	BALOTRA TO PACHPADRA.	Jodhpur . .	207 ...	Balotra . .	217 ...	Pachpadra .	10 ...
	MERTA ROAD TO DULMERA.	Jodhpur and Bikaner .	73 ... 132 2,640	Merta Road . Bhagu . .	132 2,640 218 ...	Bhagu . . Dulmera . .	59 2,640 85 2,640
	GIGASAR TO PALANA.	Bikaner . .	160 ...	Gigasar .	169 2,640	Palana . .	9 2,640
			Distance from Chitorgarh.		Distance from Chitorgarh.	TOTAL .	475 2,640
LXXIII	UDAIPUR-CHITOR	Meywar .	1 3,575	Berach, near Chitorgarh.	68 2,595	Udaipur . .	*66 4,300
			Distance from Bhávnagar Bandar.		Distance from Bhávnagar Bandar.		
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR—	Bhávnagar .	...	Bhávnagar .	3 3,900	Bhávnagar Para .	3 3,900
	BHÁVNAGAR TO WADHWÁN.	Bhávnagar .	5 1,500	Bhávnagar Para	9 2,920	Vartej . .	4 1,420
		Shampura Girassia	9 2,920	Vartej .	10 4,380	Vartej . .	1 1,460
		Bhávnagar .	10 4,380	Vartej . .	11 300	Vartej . .	... 1,200
		Bhojapura Girassia	11 300	Vartej . .	11 2,500	Sihor . .	... 2,200
		Bhávnagar .	11 2,500	Sihor . .	18 1,900	Songad . .	6 4,680
		Songad Girassia .	18 1,900	Songad . .	19 3,380	Songad . .	1 1,480
		Bhávnagar .	19 3,380	Songad . .	25 2,900	Sanoshra . .	5 4,800
		Vaori Girassia .	25 2,900	Sanoshra .	28 1,800	Sanoshra . .	2 4,180
		Bhávnagar .	28 1,800	Sanoshra .	32 3,360	Dhola . .	4 1,560
		Wangdra Girassia	32 3,360	Dhola . .	33 1,850	Dhola . .	... 3,770
		Bhojavadar Girassia	33 1,850	Dhola . .	35 3,100	Dhola . .	2 1,250
		Chabharia Girassia	35 3,100	Dhola . .	38 1,200	Ujalváv . .	2 3,380
		Bhávnagar .	38 1,200	Ujalváv .	38 2,700	Ujalváv . .	... 1,500
		Ramanka Girassia	38 2,700	Ujalváv .	39 2,950	Ujalváv . .	1 250
		Chitravad Girassia	39 2,950	Ujalváv .	40 4,280	Ujalváv . .	1 1,330
		Alampura Girassia under Chamardi Thana . .	40 4,280	Ujalváv .	43 2,700	Ningála . .	2 3,700
		Vala . .	43 2,700	Ningála . .	44 1,550	Ningála . .	... 4,130
		Ishwaria Girassia under Baroda State . .	44 1,550	Ningála .	44 2,400	Ningála . .	... 850
		Bhávnagar .	44 2,400	Ningála . .	60 4,420	Botád . .	16 2,020
		Chuda . .	75 1,360	Ránpur . .	82 2,100	Chuda . .	7 740
		Karol . .	82 2,100	Chuda . .	85 20	Chuda . .	2 3,200
		Limbdi . .	85 20	Chuda . .	93 1,530	Limbdi . .	8 1,510
		Wadhwán . .	93 1,530	Limbdi . .	104 1,600	Wadhwán City .	11 70
							88 1,780
						Carried over .	88 1,780
							2,227 2,182

* In addition to the line between the two points whose distances from Chitorgarh station are shown above, the Udaipur-Chitor railway has a separate station and station yard at Chitorgarh.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Bhavnagar-Bandar.	Commences at: Nearest railway station.	Ends at: Distance from Bhavnagar-Bandar.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGÁD-PORBANDAR—*concluded.*					Brought forward	2,227 2,182
							88 1,780
	DHOLA TO PORBANDAR.	Bhávnagar	32 ...	Dhola	32 4,820	Dhola	... 4,820
		Wangdra Girassia	32 4,820	Dhola	33 500	Dhola	... 960
		Bhojavadar Girassia	33 500	Dhola	34 880	Dhola	1 380
		Bhávnagar	34 880	Dhola	34 1,100	Dhola	... 220
		Ingorala Girassia under Songad Thana	34 1,100	Dhola	37 850	Jália	2 5,030
		Limbda Girassia	37 850	Jália	40 2,000	Jália	3 1,150
		Jália Girassia	40 2,000	Jália	41 1,000	Jália	... 4,280
		Bhávnagar	41 1,000	Jália	47 1,350	Dhasa	6 350
		Baroda	47 1,350	Dhasa	54 4,900	Láthi	7 3,550
		Láthi	54 4,900	Láthi	58 2,520	Láthi	3 2,900
		Jetpur	58 2,520	Láthi	63 480	Chital	4 3,240
		Baroda	63 480	Chital	65 100	Chital	1 4,900
		Jetpur	65 100	Chital	70 3,620	Chital	5 3,520
		Kotda Pitha	70 3,620	Chital	73 2,930	Luni-dhár	2 4,590
		Jetpur	73 2,930	Luni-dhár	78 1,700	Luni dhár	4 4,050
		Junágad	78 1,700	Luni-dhár	78 3,950	Luni-dhár	... 2,250
		Jetpur	78 3,950	Luni-dhár	87 5,110	Kunkáváv	9 1,160
		Junágad	87 5,110	Kunkáváv	91 3,860	Khákharya	3 4,030
		Jetpur	91 3,860	Khákharya	94 2,400	Khákharya	2 3,820
		Junágad	94 2,400	Khákharya	96 800	Vávdi	1 3,680
		Bantwa	96 800	Vávdi	96 4,500	Vávdi	... 3,700
		Junágad	96 4,500	Vávdi	97 1,420	Vávdi	... 2,200
		Bantwa	97 1,420	Vávdi	98 1,660	Vávdi	1 240
		Junágad	98 1,660	Vávdi	101 4,700	Vávdi	3 3,040
		Jetpur	101 4,700	Vávdi	110 3,100	Jetalsar	8 3,680
		Gondal	110 3,100	Jetalsar	112 4,200	Jetalsar	2 1,000
		Junágad	112 4,100	Jetalsar	117 1,200	Dhoraji	4 2,380
		Gondal	117 1,200	Dhoraji	151 2,330	Jám Jodhpur	34 1,130
		Navanagar	151 2,330	Jám Jodhpur	173 300	Sakhpur	21 3,250
		Porbandar	173 300	Sakhpur	189 5,150	Porbandar	16 4,850
			Distance from Jetalsar Junction.		Distance from Jetalsar Junction.		157 5,150
	JETALSAR TO VERÁVAL	Gondal	...	Jetalsar	1 4,670	Jetalsar	1 4,670
		Jetpur	1 4,670	Jetalsar	4 2,055	Choki	2 2,665
		Gondal	4 2,055	Choki	4 3,610	Choki	... 1,555
		Junágad	4 3,610	Choki	40 5,010	Keshod	36 1,400
		Mangrol	40 5,010	Keshod	47 1,050	Mália	6 1,320
		Junágad	47 1,050	Mália	67 980	Verával	19 5,210
							67 980
						TOTAL	313 2,630
LXXV	JETALSAR RÁJKOT	Gondal	...	Jetalsar	... 4,400	Jetalsar	... 4,400
		Junágad	... 4,400	Jetalsar	4 1,590	Navagadh	3 2,470
		Jetpur	4 1,590	Navagadh	8 3,400	Virpur	4 1,810
		Virpur	8 3,400	Virpur	12 5,165	Virpur	4 1,765
		Gondal	12 5,165	Virpur	27 4,040	Gondal	14 4,155
		Kotra Sangani	27 4,040	Gondal	31 3,970	Ribda	3 5,210
		Gondal	31 3,970	Ribda	34 20	Ribda	2 1,330
		Shahpur	34 20	Ribda	36 2,300	Ribda	2 2,280
		Gadhka	36 2,300	Ribda	36 4,975	Ribda	... 2,675
		Lodhika	36 4,975	Ribda	37 225	Ribda	... 530
		Gadhka	37 225	Ribda	38 2,570	Ribda	1 2,345
		Lodhika	38 2,570	Ribda	38 3,040	Ribda	... 470
		Kankashiali	38 3,040	Ribda	39 2,610	Ribda	... 4,850
		Kotaria	39 2,610	Ribda	42 2,600	Rájkot Para	2 5,270
		Rájkot	42 2,600	Rájkot Para	45 3,100	Rájkot Para	3 500
		Rájkot	45 3,700	Rájkot Para	45 4,800	Rájkot	... 1,100
			Distance from Rájkot Junction.		Distance from Rájkot Junction		
						TOTAL	45 4,200
LXXVI	JÁMNAGAR	Rájkot	0 1,130	Rájkot	3 3,060	Rájkot	3 1,930
		Pal	3 3,060	Rájkot	4 5,130	Rájkot	1 2,070
		Rájkot	4 5,130	Rájkot	6 3,020	Rájkot	1 2,890
		Nawanagar	6 3,020	Rájkot	15 5,000	Paddhari	9 1,980
		Dhrol	15 5,000	Paddhari	19 4,580	Paddhari	3 4,580
		Nawanagar	19 4,580	Paddhari	25 3,350	Hadmatia	5 3,770
		Jalia	25 3,350	Hadmatia	29 4,130	Wanthali	4 780
		Nawanagar	29 4,130	Wanthali	50 1,000	Jámnagar	20 1,870
						TOTAL	49 4,030
						Carried over	2,633 2,732

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Wadhwan Junction.	Commences at: Nearest railway station.	Ends at: Distance from Wadhwan Junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	METRE GAUGE—*concld.*					Brought forward .	2,633 2,732
LXXVII	Dhrangadra .	Wadhwan .	... 1,200	Wadhwan .	... 2,350	Wadhwan .	... 1,150
		Doodhrej . .	... 2,350	Wadhwan .	4 1,030	Wadhwan .	3 3,960
		Wadhwan .	4 1,030	Wadhwan .	7 3,390	Sitha . .	3 2,360
		Dhrangadra .	7 3,390	Dhrangadra .	20 4,400	Dhrangadra .	13 1,010
							20 3,200
	SPECIAL GAUGE.					Total Metre gauge.	2,657 402
			Distance from Bársi Road.		Distance from Bársi Road.		
LXXXVII	Barsi Light (2′ 6″)	Hyderabad .	8 800	Mahisgaon .	14 2,170	Uplai . .	6 1,370
			Distance from Miyagam Junction.		Distance from Miyagam Junction.		
XCV	The Gaekwar's Dabhoi—(2′ 6″ gauge). Miyágám to Bodeli.	Baroda . .	...	Miyágám .	42 1,051	Bodeli . .	42 1,051
			Distance from Vishvámitri Junction.		Distance from Vishvámitri Junction.		
	Vishvamitri to Padra.	Baroda . .	...	Vishvamitri .	7 750	Padra . .	7 750
	Vishvámitri to Chándod.	Baroda . .	...	Vishvámitri .	26 2,010	Ten Taláv .	26 2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv .	29 3,000	Chándod . .	3 990
							36 3,750
						Total .	78 4,801
			Distance from Anklesvar Junction.		Distance from Anklesvar Junction.		
XCVI	Rajpipla . .	Rajpipla . .	6 1,934	Kharchi .	37 1,961	Nowdod temporary station.	31 27
			Distance from Gitaldaha ghât.		Distance from Gitaldaha ghât.		
XCVIII	Cooch Behar .	Cooch Behar .	...	Gitaldaha ghât	33 3,854	South bank of Kaljani river.	33 3,854
			Distance from Wadhwán Junction.		Distance from Wadhwan Junction.		
XCIX	Morvi . .	Wadhwán .	1 ...	Wadhwán .	2 1,440	Wadhwán .	1 1,440
		Kherali . .	2 1,440	Wadhwán .	4 1,440	Wadhwán . .	2 ...
		Múli . .	4 1,440	Wadhwán .	19 192	Múli . .	14 4,032
		Sáyla . .	19 192	Múli . .	31 2,280	Dolia . .	12 2,088
		Chotila . .	31 2,280	Dolia . .	33 72	Thán . .	1 3,072
		Lakhtar . .	33 72	Thán . .	42 408	Thán . .	9 336
		Vánkáner . .	42 408	Thán . .	59 3,420	Vánkáner . .	17 3,012
		Morvi . .	59 3,420	Vánkáner .	67 1,118	Morvi . .	7 2,978
	Rájkot branch .	Vánkáner . .	51 4,800	Vánkáner .	64 3,000	Sindhávadar .	12 3,480
		Dhrol . .	64 3,000	Sindhávadar .	65 3,168	Sindhávadar .	1 168
		Kothária . .	65 3,168	Sindhávadar .	70 1,248	Kothária . .	4 3,360
		Gavaridar .	70 1,248	Kothária .	73 3,384	Rájkot . .	3 2,136
		Rájkot . .	73 3,384	Rájkot . .	77 1,728	Rájkot . .	3 4,838
						Total .	91 4,540
						Total special gauge.	241 4,032
						Total all gauges	5,633 3,654

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD STATE LINES CONSTRUCTED									
	PATNA-GYA. (a) (57·00 Miles.) Half-year ending 30th June 1879.		DHOND-MANMÁD. (145·50 Miles.) Half-year ending 30th June 1878.		LATE PUNJAB NORTHERN. (c) & (d) (445·50 Miles.) Half-year ending 30th June 1884.		LATE INDUS VALLEY. (c) (651·00 Miles.) Half-year ending 30th June 1882.		SIND-SAGAR (EASTERN SECTION). (c) (62·50 Miles.) Half-year ending 30th June 1887.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,719	118							9	...
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231	...	...
2. Plant	...	...	580	4	14,819	33	60,113	92	...	...
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676	...	...
II.—Land	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487	31,912	510
III.—Formation—										
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175		
2. Tunnels	...	...	...	...	8,94,570	2,008	...	...		
IV.—Bridgework—										
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496	1,44,122	2,306
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386		
V.—Fencing, &c.—										
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179		
2. Road crossings	13,096	230	1,191	8	2,78,277	625	3,36,679	517		
3. Mile and gradient posts										
VI.—Electric telegraph	...	...	...	...	17,190	38	68,011	105	...	...
VII.—Ballast and permanent-way—									11,16,158	17,858
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007	...	...
2. Permanent-way	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828	...	...
VIII.—Stations and buildings—									1,14,236	1,828
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212	...	...
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251	...	...
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248	...	...
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440	...	...
IX.—Plant—									7,389	118
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365	...	...
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47	...	...
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35	...	...
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451	...	...
X.—Ferries, &c.—										
1. Ferries	...	...	...	...	...	...	4,19,789	645	...	...
2. Floating bridges										
XI.—Rolling stock—									2,50,408	4,007
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213	...	...
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329	...	...
XII.—General charges—									9,977	160
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,83,028	2,281	...	...
2. Engineering	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683	...	...
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071	...	...
4. Audit and account	12,231	215	24,294	167	4,55,550	1,022	4,38,078	673	...	...
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	91,170	1,459
Total	₹ 24,97,130 (b)	43,809 (b)	58,60,956 (b)	40,281 (b)	7,25,48,225 (b)	1,62,847 (b)	7,76,88,880 (b)	1,19,337 (b)	17,65,381 (e)	28,246 (e)

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North Western State railway.
(d) Including 62·25 miles of metre-gauge line from Lála Músa to Bhera since converted to the standard gauge, and 9·50 miles of a branch line from Miani to Khewra, which has since been abandoned. The cost of conversion of the former is shown in the first column of the Sind-Sagar (Eastern section).

G.

end of the half-year in which the last open section of each separate project was completed.

GAUGE.

BY THE STATE.

SIND-SAGAR (WESTERN SECTION). (e) (314·50 Miles.) Half-year ending 31st December 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 Miles.) (f) Half-year ending 30th June 1892.		AMRITSAR-PATHÁNKOT. (c) (64·79 Miles.) Half-year ending 31st December 1884.		KOTRI-ROHRI CHORD LINE. (178·00 Miles.) Half-year ending 31st December 1896.		MUSHKAF-BOLAN. (86·74 Miles.) Half-year ending 30th June 1897.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
75,953	242	6,78,138	1,491			1,18,244	664			I.—Preliminary expenses—
...	...	...	...	6,131	95	...	...	12,592	145	1. Survey expenses.
...	...	...	...	...	...	...	...	3,229	37	2. Plant.
...	...	...	...	38,238	590	...	...	28,333	327	3. Establishment.
2,30,637	733	2,45,157	539	1,78,635	2,757	1,45,286	816	5,961	69	II.—Land.
		2,41,38,336	53,072			10,17,068	5,714			III.—Formation—
		...	...	4,10,038	6,329	...	...	31,27,574	36,057	1. Earthwork.
		...	...	...	...	...	...	36,34,499	41,901	2. Tunnels.
		1,65,91,496	36,479			16,52,437	9,283			IV.—Bridgework—
		...	...	4,40,982	6,806	...	...	52,71,919	60,778	1. Large bridges.
40,28,071	12,808	...	...			...	...	20,87,495	24,066	2. Minor bridges.
		3,83,099	842			28,505	160			V.—Fencing, &c.—
		...	...	1,19,272	1,841	...	...	417	5	1. Fencing.
		...	...	22,208	343	...	...	3,870	45	2. Road crossings.
										3. Mile and gradient posts.
...	...	48,688	107	6,694	103	...	...	13,108	151	VI.—Electric telegraph.
90,55,497	28,793	2,32,76,018	51,176			47,38,257	26,619			VII.—Ballast and permanent-way—
...	...	...	...	7,53,084	11,623	...	...	2,64,017	3,044	1. Ballast.
...	...	...	...	21,03,253	32,463	...	...	27,27,073	31,440	2. Permanent-way.
11,26,231	3,581	57,48,891	12,640			5,52,007	3,101			VIII.—Stations and buildings—
...	...	...	...	2,56,155	3,954	...	...	1,12,522	1,297	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store-buildings, &c.
...	...	...	...	1,10,046	1,698	...	...	2,01,626	2,324	3. Staff quarters.
...	...	...	...	1,74,868	2,699	...	...	6,01,690	6,937	4. Station machinery.
2,65,822	845	18,19,924	4,002			10,968	62			IX.—Plant—
...	...	...	...	2,435	38	...	...	−904	−10	1. Engineering.
...	...	...	...	...	...	...	...	2,750	32	2. Locomotive.
...	...	...	...	...	...	...	...	−300	−3	3. Carriage and wagon.
...	...	...	...	33,985	525	...	...	9,141	105	4. Station and office furniture
8,628	27									X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
15,47,971	4,922	74,15,587	16,305			2,21,435	1,244			XI.—Rolling stock—
...	...	...	...	1,33,402	2,059	...	...	8,40,102	9,685	1. Locomotive.
...	...	...	...	2,94,958	4,553	...	...	245	3	2. Carriage and wagon.
6,16,151	1,959	38,79,814	8,531			7,11,785	3,999			XII.—General charges—
...	...	...	...	1,38,330	2,135	...	...	2,51,360	2,898	1. Direction or general.
...	...	...	...	...	...	...	...	8,12,449	9,366	2. Engineering.
...	...	...	...	...	...	...	...	1,63,580	1,886	3. Stores.
...	...	...	...	...	...	...	...	99,908	1,152	4. Audit and account.
...	...	...	...	...	...	...	...	1,27,691	1,472	5. Medical and sanitation.
12,11,660	3,853	27,76,730	6,105	...	...	...	...	...	...	Loss by Exchange.
1,81,66,621	57,763	8,70,01,879	1,91,289	(b) 52,19,922	(b) 80,567	(g) 87,22,303	49,002	2,04,01,947	2,35,209	Total.

(e) Cost of conversion of Lála Músa-Bhera section.
(f) Including 98·67 miles of the Quetta loop line.
(g) Less ₹4,73,689, being the expenditure on the Indus Bridge division under construction, which cannot be deducted from the several main heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

STATE LINES CONSTRUCTED

Main head and sub-head.	MARI-ATTOCK (74·93 Miles.) Half-year ending 30th June 1899.		JAMMU AND KASHMIR (British section). (a) (8·49 Miles.) Half-year ending 30th June 1890.		WARDHA COAL. (46·50 Miles.) (b) Half-year ending 31st December 1877.		DILDÁRNAGAR-GHÁZIPUR. (c) (12·00 Miles.) Half-year ending 31st December 1880.		HYDERABAD-SHADIPALLI. (58·91 Miles.) Half-year ending 31st December 1892.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	3,79,152	5,060	4,642	547					36,345	617
1. Survey expenses	...	...	...	...	84,737	1,822	2,218	185	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	6,905	149	...	...	...	...
II.—Land	2,02,766	2,706	7,327	863	3,866	83	4,048	337	18,499	314
II.—Formation—	55,99,779	74,733	7,865	926					1,35,845	2,306
1. Earthwork	...	...	...	...	3,07,132	6,605	22,207	1,851	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	46,91,482	62,612	5,635	664					2,74,256	4,656
1. Large bridges	...	...	...	...	10,06,784	21,651	26,674	2,223	...	...
2. Minor bridges	...	...	...	...	...	...	27,399	2,283	...	...
V.—Fencing, &c.—	8,361	112	3,357	395					18,815	319
1. Fencing	...	...	...	...	1,96,595	4,228	2,992	249	...	...
2. Road crossings 3. Mile and gradient posts	...	...	...	...	28,067	604	177	15	...	...
VI.—Electric telegraph	...	...	...	...	1,382	30	...	...	...	...
VII.—Ballast and permanent-way—	26,64,066	35,554	1,64,457	19,371					8,41,011	14,276
1. Ballast	...	...	...	...	3,05,050	6,560	46,138	3,845	...	...
2. Permanent-way	...	...	...	...	17,30,803	37,222	3,01,381	25,115	...	...
VIII.—Stations and buildings—	4,76,866	6,364	31,436	3,703					1,38,523	2,351
1. Stations and offices	...	...	...	...	91,647	1,971	29,965	2,497	...	...
2. Workshops, store buildings, &c.	...	...	...	...	1,330	29	...	...	...	...
3. Staff quarters	...	...	...	...	76,166	1,638	3,343	279	...	...
4. Station machinery	...	...	...	...	1,61,954	3,483	34,911	2,909	...	...
IX.—Plant—	11,065	148	1,258	148					16,665	283
1. Engineering	...	...	...	...	1,50,776	3,242	4,388	365	...	...
2. Locomotive	...	...	...	...	20,198	434	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	3,708	80	888	74	...	...
X.—Ferries, &c.—									25,334	430
1. Ferries 2. Floating bridges	...	...	...	...	...	...	...	...	...	...
XI.—Rolling stock—	7,000	93							7,056	120
1. Locomotive	...	...	...	...	3,025	65	...	...	...	...
2. Carriage and wagon	...	...	...	...			...	...	...	...
XII.—General charges—	9,52,602	12,713	15,144	1,784					1,05,048	1,783
1. Direction or general	...	...	...	...	68,296	1,469	13,918	1,160	...	...
2. Engineering	...	...	...	...	2,93,965	6,322	37,992	3,166	...	...
3. Stores	...	...	...	...	23,015	495	1,360	113	...	...
4. Audit and account	...	...	...	...	35,405	761	3,419	285	...	...
5. Medical and sanitation	...	...	...	...	4,265	92	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	1,49,93,139	2,00,095	2,41,121	28,491	(c) & (d) 45,99,369	(c) 98,911	5,63,415	46,951	16,17,397	27,455

(a) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.
(b) Including 7½ miles to pit's mouth.
(c) Less receipts on capital account.
(d) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
(e) Now amalgamated with the East Indian railway.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY THE STATE—*concld.*

OUDH AND ROHILKHAND STATE. (Lucknow-Rae Bareli section.) (48·56 Miles.) Half-year ending 31st December 1893.		(Bareilly-Moradabad section.) (54·72 Miles.) Half-year ending 30th June 1894.		(Najibabad-Kotdwara branch.) (15·19 Miles.) Half-year ending 31st December 1896.		(Lucknow-Rae Bareli-Benares chord.) (138·39 Miles.) Half-year ending 30th June 1898.		EAST COAST STATE. (538·78 Miles.) Half-year ending 30th June 1897.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
50,046	1,031			2,878	190	52,844	381	3,49,717	649	I.—Preliminary expenses—
...	...	7,962	146	...	...	...	...	...	...	1. Survey expenses.
...	...	3,364	61	...	...	...	...	...	...	2. Plant.
...	...	13,625	249	...	...	...	...	...	...	3. Establishment.
61,748	1,272	1,33,803	2,445	2,494	164	2,59,385	1,874	15,59,587	2,895	II.—Land.
1,08,931	2,243			32,874	2,164	3,86,033	2,789	59,59,562	11,061	III.—Formation—
...	...	3,71,344	6,786	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,92,546	6,024			49,361	3,250	7,98,159	5,767	1,34,26,835	24,921	IV.—Bridgework—
...	...	32,49,857	59,392	...	...	...	...	...	...	1. Large bridges.
...	...	1,58,862	2,903	...	...	...	...	...	...	2. Minor bridges.
1,47,563	3,039			2,754	181	3,92,440	2,836	3,86,130	717	V.—Fencing, &c.—
...	...	1,73,153	3,164	...	...	...	...	...	...	1. Fencing.
...	...	62,400	1,140	...	...	...	...	...	...	2. Road crossings.
		618	11							3. Mile and gradient posts.
...	...	...	...	...	...	...	...	...	...	VI.—Electric telegraph.
14,28,209	29,411			1,80,490	11,882	44,83,184	32,395	1,79,47,761	33,312	VII.—Ballast and permanent-way—
...	...	8,41,877	15,385	...	...	...	...	...	...	1. Ballast.
...	...	19,35,192	35,365	...	...	...	...	...	...	2. Permanent-way.
1,94,880	4,013			39,939	2,629	6,72,376	4,859	29,72,056	5,516	VIII.—Stations and buildings—
...	...	1,89,877	3,470	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	1,33,134	2,433	...	...	...	...	...	...	3. Staff quarters.
...	...	1,69,563	3,100	...	...	...	...	...	...	4. Station machinery.
7,153	147			4,919	324	70,091	506	7,94,667	1,475	IX.—Plant—
...	...	7,450	136	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	10,500	192	...	...	...	...	...	...	4. Station and office furniture.
								4,86,495	903	X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
								72,89,328	13,529	XI.—Rolling stock—
(f)	(f)	...	...	...	...	...	...	...	...	1. Locomotive.
		1,92,155	3,512	...	...	...	...	...	...	2. Carriage and wagon.
1,16,461	2,398			8,444	556	3,73,788	2,701	35,58,110	6,604	XII.—General charges—
...	...	28,035	512	...	...	...	...	...	...	1. Direction or general.
...	...	2,21,701	4,051	...	...	...	...	...	...	2. Engineering.
...	...	28,372	519	...	...	...	...	...	...	3. Stores.
...	...	12,504	229	...	...	...	...	...	...	4. Audit and account.
...	...	8,411	154	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
24,03,537	49,578	79,53,759	1,45,354	3,24,153	21,340	74,88,300	54,108	5,47,30,248	1,01,582	Total.

(f) Cost of rolling stock not available.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED									
	Ennúr-Bezwada section (254·10 Miles) Half-year ending 30th June 1899.		Patri. (a) (22·13 Miles.) Half-year ending 30th June 1873.		Bengal-Nágpur. (860·88 Miles.) (b) Half-year ending 30th June 1893.		Indian Midland. (d) (796·25 Miles.) Half-year ending 30th June 1899.		Godhra-Rutlam. (115·50 Miles.) Half-year ending 31st December 1894.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	1,53,902	605	9,008	407	14,96,327	1,738	9,95,314	1,250	1,71,597	1,486
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	4,87,298	1,918	23,812	1,076	5,97,139	694	9,02,034	1,133	16,529	143
III.—Formation—	22,79,808	8,972	...	...	1,38,48,881	16,087	98,47,778	12,368	56,31,642	48,759
1. Earthwork	...	...	31,955	2,348	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	54,57,457	21,477	...	...	1,82,52,649	21,202	2,35,50,592	29,577	35,93,295	31,111
1. Large bridges	...	...	1,00,959	4,562	...	...	...	...	...	...
2. Minor bridges	...	...			...	...	...	...	...	...
V.—Fencing, &c.—	1,25,441	494	...	...	3,52,743	410	26,05,399	3,272	1,94,033	1,680
1. Fencing	...	...	...	...	...	...	...	...	...	...
2. Road crossings	...	...	1,936	87	...	...	...	...	...	...
3. Mile and gradient posts										
VI.—Electric telegraph	...	...	17,326	783	...	...	16,454	20	160	1
VII.—Ballast and permanent-way—	89,45,897	35,206	...	...	3,02,71,488	35,163	3,34,33,375	41,988	36,67,349	31,752
1. Ballast	...	...	49,893	2,255	...	...	...	...	...	...
2. Permanent-way	...	...	4,65,947	21,055	...	...	...	...	...	...
VIII.—Stations and buildings—	13,83,803	5,446	...	...	62,39,146	7,247	83,89,309	10,536	9,22,608	7,988
1. Stations and offices	...	...	4,999	226	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	11,568	523	...	...	...	...	...	...
3. Staff quarters	...	...	11,192	506	...	...	...	...	...	...
4. Station machinery	...	...	7,380	333	...	...	...	...	...	...
IX.—Plant—	3,89,099	1,496	...	...	16,49,409	1,916	12,67,425	1,592	29,352	254
1. Engineering	...	...	375	17	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—										
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—	22,63,810	8,909	...		1,50,06,497	17,431	...	...	...	...
1. Locomotive	...	...	...	...	...	...	43,50,835	5,464	...	...
2. Carriage and wagon	...	...	...	...	...	...	88,62,459 (e)	11,130 (e)	...	...
XII.—General charges—	17,99,681	7,082	...		57,60,667	6,692	42,94,144	5,393	6,65,223	5,759
1. Direction or general	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	46,284	2,091	...	...	...	...	...	...
3. Stores	...	...	7,134	322	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	6,53,185	759	2,52,050	317	...	...
Total	2,32,77,196	91,606	8,09,768	36,591	9,41,28,131 (c)	1,09,339	9,87,67,168	1,24,040	1,48,91,788	1,28,933

(a) Now forms a part of the Bombay, Baroda and Central India railway.
(b) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
(c) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (R2,609).
(d) Including the Sindia railway, which was constructed by the State.
(e) Including Government supervision, audit and control, and commissions, &c., on loans.

G—*continued.*

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY COMPANIES—*concld.*

RUTLAM-NÁGDÁ. (25·24 MILES.) HALF-YEAR ENDING 30TH JUNE 1896.		BEZWADA EXTENSION (21·47 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		LATE SIND, PUNJAB AND DELHI. (g) (663·25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1870.		OUDH AND ROHILKHAND. (691·07 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		WASHERMENPET-ENNUR SECTION. (BEZWADA-MADRAS.) (8·45 MILES.) HALF-YEAR ENDING 30TH JUNE 1896.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
8,587	340	15,319	714			6,84,160	990	2,263	268	I.—PRELIMINARY EXPENSES—
...	...	...	...	4,76,295	718	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
399	16	47,008	2,189	63,133	95	1,47,461	213	94,709	11,208	II.—LAND.
1,52,158	6,029									III.—FORMATION—
...	...									1. Earthwork.
...	...			56,60,637	8,535					2. Tunnels.
4,60,266	18,236			...	...					IV.—BRIDGEWORK—
...	...									1. Large bridges.
...	...	2,76,516	12,879	1,52,21,433	22,950	2,87,63,062	41,621	1,08,361	12,824	2. Minor bridges.
5,869	232									V.—FENCING, &C.—
...	...			28,84,675	4·349					1. Fencing.
...	...			4,04,816	610					2. Road crossings.
										3. Mile and gradient posts.
777	31			7,08,907	1,069	46,128	67	...	...	VI.—ELECTRIC TELEGRAPH.
7,47,118	29,600	6,04,944	28,176			2,45,14,855	35,474	2,85,401	33,775	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	46,84,475	7,063	...	...	...	...	1. Ballast.
...	...	...	...	2,65,32,834	40,004	...	...	...	...	2. Permanent-way.
66,014	2,615	2,58,221	12,027			91,14,451	13,189	56,320	6,665	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	69,91,608	10,542	...	...	...	...	1. Stations and offices.
...	...	...	...	27,27,176	4,112	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	14,58,718	2,199	...	...	...	...	3. Staff quarters.
...	...	...	...	49,677	75	...	...	...	...	4. Station machinery.
3,804	151	8,990	419	12,61,606	1,902	19,62,808	2,840	8,653	1,024	IX.—PLANT—
...	...	...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	...	...	4. Station and office furniture.
										X.—FERRIES, &C.—
...	...	...	...	48,98,454	7,386	...	...	...	...	1. Ferries.
										2. Floating bridges.
...	...	20,384	949			1,44,51,552	20,912	...	...	XI.—ROLLING STOCK—
...	...	...	...	58,95,340	8,888	...	...	...	...	1. Locomotive.
...	...	...	...	1,06,73,511	16,093	...	...	...	...	2. Carriage and wagon.
72,958	2,891	1,15,977	5,402	81,99,624	12,363	83,26,389	12,049	18,736	2,217	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
15,17,950	60,141	(f) 13,47,359	62,755	9,87,92,919	1,48,952	8,88,68,152	1,28,595	5,74,443	67,981	TOTAL.

(*f*) Including R2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.
(*g*) Now amalgamated with the North Western State railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

NATIVE STATE LINES CONSTRUCTED BY THE GOVERNMENT OF INDIA.

Main head and sub-head.	KHÁMGAON. (7·50 Miles.) Half-year ending 30th June 1870.		AMRÁOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (57·11 Miles.) Half-year ending 31st December 1884.		RÁJPURA-BHÁTINDA. (107·94 Miles.) (b) Half-year ending 31st December 1889.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—								
1. Survey expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—Land	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—Formation—								
1. Earthwork	38,542	5,139	17,926	3,259	14,66,278	25,675	2,59,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—								
1. Large bridges	54,037	7,205	...	...	16,81,384	29,441	5,13,915	4,761
2. Minor bridges			58,880	10,706	1,67,168	2,927		
V.—Fencing, &c.—								
1. Fencing	7,215	962	2,042	371	17,713	318	75,674	701
2. Road crossings	8	1	255	46	25,145	440	1,08,689	1,007
3. Mile and gradient posts								
VI.—Electric telegraph	1,247	166	1,099	200	3,340	58	...	...
VII.—Ballast and permanent-way—								
1. Ballast	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent way	2,56,936	34,258	2,58,552	47,009	14,54,617	25,470	29,28,299	27,129
VIII.—Stations and buildings—								
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c.	3,277	437	634	115	...	...	7,509	70
3. Staff quarters	6,057	808	1,171	213	53,322	934	1,86,936	1,732
4. Station machinery	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
IX.—Plant—								
1. Engineering	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	76	10	176	32	2,553	45	35,644	330
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—								
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII.—General charges—								
1. Direction or general	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering	23,283	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores	141	19	96	18	4,516	79	31,800	294
4. Audit and account	792	106	4,077	741	34,231	599	1,383	13
5. Medical and sanitation	...	...	...	...	3,189	56	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	4,24,954	56,661	4,17,355	75,883	(a) 56,32,823	(a) 98,631	(a) 60,84,715	(a) 56,371

(a) Less receipts on capital account.
(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(c) Including a debit of R7,200 against Provincial grant of R10,000.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*concld.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.								NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		Main head and sub-head.
JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (15·92 MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		KOLAR GOLD-FIELDS. (10·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894. (e)		BÍNA-GOONA-BÁRÁN. (73·58 MILES.) HALF-YEAR ENDING 30TH JUNE 1896.		BHOPAL-UJJAIN. (112·82 MILES.) HALF-YEAR ENDING 30TH JUNE 1897.		NÁGDÁ-UJJAIN. (34·67 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
23,937	1,504	(f) 6,719	672					10,938	315	I.—PRELIMINARY EXPENSES—
...	...	...	...	3,453	47	5,219	46	...	...	1. Survey expenses.
...	...	...	...	3,575	48	3,726	33	...	...	2. Plant.
...	...	...	...	50,603	688	85,813	761	...	...	3. Establishment.
...	...	(f) 13,402	1,340	...	...	2,771	25	...	...	II.—LAND.
33,896	2,129	(f) 1,24,379	12,438					1,33,583	3,853	III.—FORMATION—
...	...	...	...	4,58,653	6,233	8,06,340	7,147	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,33,246	14,651	(f) 48,901	4,890					4,45,803	12,859	IV.—BRIDGEWORK—
...	...	...	...	9,01,022	12,246	11,81,889	10,476	...	...	1. Large bridges.
...	...	...	...	1,33,867	1,819	5,44,642	4,827	...	...	2. Minor bridges.
1,818	114	(f) 20,878	2,088					6,110	176	V.—FENCING, &c.—
...	...	...	...	1,95,341	2,655	56,888	504	...	...	1. Fencing.
...	...	...	...	36,089	491	13,372	119	...	...	2. Road crossings.
				1,642	22	2,254	20			3. Mile and gradient posts.
...	...	(f) 2,946	294	...	...	28,534	253	479	14	VI.—ELECTRIC TELEGRAPH.
5,39,566	33,892	(f) 3,24,494	32,449					12,60,685	36,362	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	2,66,774	3,626	4,00,722	3,352	...	...	1. Ballast.
...	...	...	...	22,44,457	30,503	33,04,744	29,292	...	...	2. Permanent-way.
1,05,946	6,655	(f) 77,316	7,732					53,525	1,545	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	1,19,610	1,626	1,22,782	1,088	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	29,816	405	64,101	568	...	...	3. Staff quarters.
...	...	...	...	1,08,143	1,470	1,51,829	1,346	...	...	4. Station machinery.
54,461	3,421	(f) 5,687	569					1,228	35	IX.—PLANT—
...	...	...	...	1,604	22	4,795	43	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	3,712	50	10,070	89	...	...	4. Station and office furniture.
										X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
										XI.—ROLLING STOCK—
...	...	...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	22,259	302	...	...	...	...	2. Carriage and wagon.
66,598	4,183	(f) 34,825	3,482					1,58,900	4,583	XII.—GENERAL CHARGES—
...	...	...	...	1,50,094	2,040	2,12,731	1,885	...	...	1. Direction or general.
...	...	...	...	2,08,130	2,829	3,82,164	3,385	...	...	2. Engineering.
...	...	...	...	10,763	146	33,000	292	...	...	3. Stores.
...	...	...	...	18,416	250	40,419	358	...	...	4. Audit and account.
...	...	...	...	24,697	336	33,095	294	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
(d) 10,59,468	(d) 66,549	(f) & (g) 6,44,564	64,456	(h) 49,98,917	(h) 67,938	(i) 74,85,525	(i) 66,349	20,71,251	59,742	TOTAL.

(*d*) Including the outlay incurred on the Tawi bridge, which is not to be completed as a railway work.
(*e*) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd-half of 1894.
(*f*) Approximate.
(*g*) Excluding receipts on capital account, R19,053, but including R4,070 expended by the Madras Railway Company, not included in any of the above heads.
(*h*) Including R6,197 on account of interest on capital expenditure incurred by the Indian Midland railway on capital works executed in Bina station yard not included in any of the above heads.
(*i*) Excluding R6,375 on account of receipts on capital account, which cannot be deducted from the several sub-heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED							
	BENGAL AND NORTH-WESTERN. (TIRHOOT SECTION.) (340·57 MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		CAWNPORE-ACHNERA. (260·65 MILES.) (b) HALF-YEAR ENDING 31ST DECEMBER 1889.		SOUTHERN MAHRATTA (MYSORE SECTION.) (c) (256·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—PRELIMINARY EXPENSES—	1,83,608	539					2,95,941	1,000
1. Survey expenses	...	...	5,05,727	358	12,744	49	...	...
2. Plant	...	...	83,116	59	2,252	9	...	...
3. Establishment	...	...	16,11,838	1,142	56,582	217	...	...
II.—LAND	8,64,045	2,537	8,36,218	593	2,37,395	911	68,825	232
III.—FORMATION—	10,70,740	3,144						
1. Earthwork	...	...	62,20,489	4,409	5,13,612	1,970		
2. Tunnels	...	...	4,28,663	303	...	...		
IV.—BRIDGEWORK—	40,54,395	11,905						
1. Large bridges	...	...	1,56,62,747	11,100	12,11,115	4,647	43,05,769	14,546
2. Minor bridges	...	...	40,92,720	2,901	4,58,833	1,760		
V.—FENCING, &C.—	8,98,687	2,639						
1. Fencing	...	...	9,05,230	642	2,04,379	784		
2. Road crossings	...	...	5,55,095	393	1,04,924	403		
3. Mile and gradient posts								
VI.—ELECTRIC TELEGRAPH	...	...	15,972	11	2,469	9		
VII.—BALLAST AND PERMANENT-WAY—	79,17,464	23,248					50,74,212	17,143
1. Ballast	...	...	38,68,803	2,742	6,81,843	2,616	...	...
2. Permanent-way	...	...	2,78,76,953	19,756	38,90,427	14,926	...	...
VIII.—STATIONS AND BUILDINGS—	30,55,423	8,971					9,21,417	3,113
1. Stations and offices	...	...	42,53,692	3,015	4,33,311	1,662	...	...
2. Workshops, store buildings, &c.	...	...	18,08,935	1,282	1,17,724	452	...	...
3. Staff quarters	...	...	46,80,834	3,317	3,27,500	1,256	...	...
4. Station machinery	...	...	33,91,100	2,403	4,12,999	1,585	...	...
IX.—PLANT—	5,77,580	1,696					2,82,087	953
1. Engineering	...	...	10,21,797	724	15,085	58	...	...
2. Locomotive	...	...	6,81,691	483	79,760	306	...	...
3. Carriage and wagon	...	...	1,96,806	140	46,599	179	...	...
4. Station and office furniture.	...	...	5,84,665	414	63,781	244	...	...
X.—FERRIES, &C.—	5,53,048	1,624						
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—ROLLING STOCK—							20,87,381	7,052
1. Locomotive	6,18,124	1,815	64,84,266	4,596	5,94,955	2,282	...	...
2. Carriage and wagon	16,49,660	4,844	1,01,01,934	7,159	10,65,690	4,089	...	...
XII.—GENERAL CHARGES—	13,64,597	4,007					8,64,580	2,921
1. Direction or general	...	...	14,56,740	1,032	1,62,443	622	...	...
2. Engineering	...	...	45,88,107	3,252	3,79,333	1,455	...	...
3. Stores	...	...	7,04,911	499	38,160	147	...	...
4. Audit and account	...	...	5,62,788	399	39,234	151	...	...
5. Medical and sanitation	...	...	2,56,498	182	166	1	...	...
Loss by Exchange	7,04,770	2,069	...	...	3,65,480	1,402	...	...
TOTAL	2,35,72,141	69,038	(a) 10,33,31,793	(a) 73,234	1,15,18,785	44,192	1,39,00,212	46,960

(a) Less receipts on capital account.
(b) This now forms a part of the Rajputana-Malwa railway.
(c) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.

G—*continued.*

the half-year in which the last open section of each separate project was completed—contd.

GAUGE. BY THE STATE. ROHILKUND AND KUMAON. (LUCKNOW-BAREILLY SECTION.)(d) (108·38 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.		EASTERN BENGAL STATE. (NORTHERN SECTION.) (240·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		EASTERN BENGAL STATE. (DACCA SECTION.) (86·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.		EASTERN BENGAL STATE. (BEHAR SECTION.) (156·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		MAIN HEAD AND SUB-HEAD.
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
1,63,458	824	96,768	389	1,27,838	1,487			I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	88,703	567	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
1,69,729	856	8,15,722	3,276	4,46,381	5,190	3,18,580	2,036	II.—LAND.
3,88,907	1,960							III.—FORMATION—
...	...					13,63,596	8,713	1. Earthwork.
...	...					...	...	2. Tunnels.
6,29,686	3,174							IV.—BRIDGEWORK—
...	...					31,07,753	19,853	1. Large bridges.
...	...	57,17,876	22,963	13,68,484	15,913	4,35,158	2,780	2. Minor bridges.
1,00,260	505							V.—FENCING, &C.—
...	...					2,70,012	1,725	1. Fencing.
...	...					1,48,637	950	2. Road crossings.
								3. Mile and gradient posts.
...	...					18,903	121	VI.—ELECTRIC TELEGRAPH.
31,64,971	15,954	54,77,900	22,000	17,22,430	20,028			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	10,37,935	6,632	1. Ballast.
...	...	...	...	...	...	24,44,495	15,619	2. Permanent-way.
7,11,247	3,585	26,29,765	10,561	10,44,473	12,145			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	3,24,569	2,074	1. Stations and offices.
...	...	...	...	...	...	18,829	120	2. Workshops, store buildings, &c.
...	...	...	...	...	...	3,32,151	2,122	3. Staff quarters.
...	...	...	...	...	...	2,22,167	1,420	4. Station machinery.
2,09,367	1,055	8,66,514	3,480	2,56,056	2,977			IX.—PLANT—
...	...	...	...	...	...	1,82,770	1,168	1. Engineering.
...	...	...	...	...	...	45,466	291	2. Locomotive.
...	...	...	...	...	...	287	2	3. Carriage and wagon.
...	...	...	...	...	...	26,348	168	4. Station and office furniture.
		4,47,048	1,795					X.—FERRIES, &C.—
...	...	...	...	...	...	10,417	67	1. Ferries.
								2. Floating bridges.
		24,46,682	9,826	7,04,760	8,195			XI.—ROLLING STOCK—
4,38,645	2,211	...	...	...	...	1,75,721	1,123	1. Locomotive.
6,95,911	3,508	...	...	...	...	7,88,873	5,041	2. Carriage and wagon.
3,97,663	2,005	21,94,569	8,814	3,47,809	4,044			XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,82,507	1,166	1. Direction or general.
...	...	...	...	...	...	4,51,599	2,886	2. Engineering.
...	...	...	...	...	...	45,062	288	3. Stores.
...	...	...	...	...	...	48,281	308	4. Audit and account.
...	...	...	...	...	...	18,953	121	5. Medical and sanitation.
42,150	212	...	...	...	...	1,35,841	868	Loss by Exchange.
(e) 71,52,923	(e) 36,057	2,06,92,844	83,104	60,18,231	69,979	(e) 1,22,28,381	(e) 78,137	TOTAL.

(d) Of this length, 58 miles, Gola-Gokaran Náth to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.
(e) Including R41,029 on account of interest on capital during construction not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY THE STATE—*concld.*									
	EASTERN BENGAL STATE. (Barsoi-Kissengunge Extension.) (35·54 Miles.) Half-year ending 31st December 1893.		CAWNPORE-BURHWAL. (Metre gauge line.) (79·60 Miles.) Half-year ending 30th June 1897.		BURMA. (327·00 Miles.) (*b*) & (*c*) Half-year ending 31st December 1885.		TOUNGOO-MANDALAY. (222·50 Miles.) (*c*) & (*d*) Half-year ending 30th June 1889.		MU VALLEY. (*c*) (351·77 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	4,195	118	31,729	399	2,87,279	878	1,71,254	770	5,06,959	1,441
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	90,277	2,540	57,267	719	2,71,658	831	3,16,081	1,421	1,88,766	537
III.—Formation—	3,92,140	11,034	1,37,429	1,726					35,48,524	10,088
1. Earthwork	...	...	...	...	32,40,803	9,911			...	...
2. Tunnels	...	...	...	...	...	...			...	...
IV.—Bridgework—	3,97,931	11,197	2,65,683	3,338					34,35,317	9,766
1. Large bridges	...	...	...	...	13,89,139	4,248			...	...
2. Minor bridges	...	...	...	...	31,21,404	9,545	65,78,182	29,565	...	...
V.—Fencing, &c.—	29,106	819	1,60,402	1,261					1,09,230	310
1. Fencing	...	...	...	...	10,87,600	3,326			...	...
2. Road crossings	...	...	...	...	3,00,316	918			...	...
3. Mile and gradient posts										
VI.—Electric telegraph	...	...	...	...	655	2			9,237	26
VII.—Ballast and permanent-way—	5,15,941	14,517	12,06,147	15,153			57,83,275	25,992	62,31,988	17,716
1. Ballast	...	...	...	...	22,77,119	6,964	...	...	...	...
2. Permanent-way	...	...	...	...	52,55,352	16,071	...	...	...	...
VIII.—Stations and buildings—	85,917	2,418	2,96,843	3,729			18,22,563	8,191	15,01,294	4,268
1. Stations and offices	...	...	...	...	12,96,933	3,966	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	5,07,975	1,554	...	...	...	...
3. Staff quarters	...	...	...	...	5,03,899	1,541	...	...	...	...
4. Station machinery	...	...	...	...	6,79,480	2,078	...	...	...	...
IX.—Plant—	8,580	241	4,752	60			4,16,257	1,871	1,26,644	360
1. Engineering	...	...	...	...	4,44,418	1,359	...	...	...	...
2. Locomotive	...	...	...	...	1,89,895	581	...	...	...	...
3. Carriage and wagon	...	...	...	...			...	...	...	...
4. Station and office furniture.	...	...	...	...	85,699	262	...	...	...	...
X.—Ferries, &c.—									6,38,904	1,816
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—					35,62,697	10,895	33,94,051	15,254	25,09,120	7,133
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
XII.—General Charges—	21,626	608	1,02,719	1,290			14,67,669	6,596	27,37,681	7,783
1. Direction or general	...	...	...	...	2,27,935	697	...	...	...	...
2. Engineering	...	...	...	...	15,00,406	4,588	...	...	...	...
3. Stores	...	...	...	...	1,34,322	411	...	...	...	...
4. Audit and account	...	...	...	...	1,44,798	443	...	...	...	...
5. Medical and sanitation	...	...	...	...	22,311	68	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	(*a*) 15,45,713	(*a*) 43,492	22,02,971	27,675	2,65,32,093	81,137	1,99,49,332	89,660	2,15,43,664	61,244

(*a*) Less receipts on capital account.
(*b*) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.
(*c*) The working of this line has been transferred to a company from the 1st September 1856.
(*d*) Excluding the Meiktila branch.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

STATE LINES CONSTRUCTED BY COMPANIES.								Main head and sub-head.
PÁLANPUR-DEESA. (12·28 Miles.) Half-year ending 31st December 1893.		SOUTHERN MAHRATTA. (1,043·70 Miles.) Half-year ending 31st December 1890.		GUNTAKAL-MYSORE FRONTIER. (119·50 Miles.) Half-year ending 31st December 1893.		SOUTH INDIAN.(e) (1,042·16 Miles.) Half-year ending 30th June 1893.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
1,991	115	10,90,911	1,045	59,327	497	10,24,302	983	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
...	...	10,25,442	982	18,716	157	3,80,376	365	II.—Land.
62,837	3,636	1,88,17,573	18,030	7,82,349	6,547	55,18,444	5,295	III.—Formation—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311	IV.—Bridgework—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
4,984	288	13,47,110	1,291	51,883	434	15,61,664	1,499	V.—Fencing, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
								3. Mile and gradient posts.
...	...	...	...	1,440	12	88,234	85	VI.—Electric telegraph.
1,87,859	10,872	2,15,49,213	20,647	18,22,309	15,249	1,88,98,790	18,134	VII.—Ballast and permanent-way—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
26,583	1,538	94,23,387	9,029	3,96,884	3,321	70,65,284	6,779	VIII.—Stations and buildings—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649	IX.—Plant—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—Ferries, &c.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
		99,03,576	9,489					XI.—Rolling stock—
...	...	...	...	...	...	43,29,145	4,154	1. Locomotive.
...	...	...	...	...	...	71 77,141	6,887	2. Carriage and wagon.
14,076	815	63,63,170	6,097	6,13,786	5,136	82,09,263	7,877	XII.—General charges—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	4,91,090	471	...	...	2,42,360	233	Loss by Exchange.
3,63,953	21,062	9,99,53,991	87,146	(a) 58,32,085	(a) 48,804	(f) 7,22,46,450	69,324	Total.

(e) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(f) Including Rs11,18,280 on account of maintenance, charged to capital account not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY COMPANIES—*concld.*		NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.					
	MAYAVARAM-MUTUPET. (*a*) (53·99 Miles.) Half-year ending 30th June 1894.		JODHPUR-BIKANER. (*b*) (Jodhpur section.) (320·50 Miles.) Half-year ending 30th June 1893.		JODHPUR-BIKANER. (Bikaner section.) (43·50 Miles.) Half-year ending 31st December 1891.		BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR. (329·16 Miles.) (*c*) Half-year ending 31st December 1890.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	*R*	*R*	*R*	*R*	*R*	*R*	*R*
I.—Preliminary expenses—	16,099	298	41,739	130	7,826	180	1,19,442	363
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land—	1,91,105	3,540	1,907	3	...	...	...	...
III.—Formation—	2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	7,24,088	13,412	2,13,095	665	2,500	57	41,19,819	12,516
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	17,473	324	5,087	16	185	2	71,451	217
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings 3. Mile and gradient posts	...	...	...	...	...	...	...	...
VI.—Electric Telegraph	2,173	40	36,682	114	...	...	10,425	32
VII.—Ballast and permanent-way—	6,90,875	12,796	43,46,594	13,562	13,42,378	30,859	49,16,242	14,935
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	13,254	245	49,591	155	1,033	24	3,52,828	1,072
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries 2. Floating bridges	...	...	...	...	...	...	...	...
XI.—Rolling stock—							21,57,548	6,555
1. Locomotive	...	...	3,56,481	1,112	...	...	...	...
2. Carriage and wagon	...	...	6,41,179	2,001	...	...	...	...
XII.—General charges—	2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	22,62,841	41,912	63,51,495	19,817	14,32,796	32,936	1,64,45,102	49,961

(*a*) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.
(*b*) The section from Kharchi to Pálí was constructed by the Jodhpur Darbar.
(*c*) Excluding 4·50 miles of dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.								Main head and sub-head.
MYSORE-NANJANGÚD. (15·25 Miles.) (*d*) Half-year ending 31st December 1892.		JETALSAR-RÁJKOT. (46·23 Miles.) Half-year ending 30th June 1893.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1893.		BIRUR-SHIMOGA. (38·50 Miles.) Half-year ending 31st December 1899.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
15,069	988	14,255	308	66,294	1,291	17,608	457	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
5	...	10,080	218	23,744	462	1,972	51	II.—Land.
1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	4,85,916	12,621	III.—Formation—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
83,294	5,462	1,88,891	4,086	5,41,178	10,539	4,17,923	10,855	IV.—Bridgework—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
14,741	967	37,726	816	68,497	1,334	30,840	801	V.—Fencing, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	3. Mile and gradient posts.
...	...	...	...	...	...	...	...	VI.—Electric telegraph.
2,44,401	16,026	6,44,743	13,947	8,66,865	16,881	7,11,240	18,471	VII.—Ballast and permanent-way—
...	...	...						
...	...	...	...	...	...	...	...	1. Ballast.
			...	...	...	...	...	2. Permanent-way.
57,918	3,798	1,01,673	2,199	1,13,371	2,208	1,66,539	4,326	VIII.—Stations and buildings—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
5,718	375	18,125	392	40,445	788	40,443	1,051	IX.—Plant—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
...	...	...	...	...	...	...	...	X.—Ferries, &c.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
...	...	...	...	...	...	...	...	XI.—Rolling stock—
...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	...	...	2. Carriage and wagon.
40,384	2,648	69,986	1,514	1,32,567	2,582	1,42,055	3,690	XII.—General charges—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	20,14,436	52,323	Total.

(*d*) Opened for traffic on the 1st December 1891, but no separate account was received until the 2nd-half of 1892.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	METRE GAUGE—*concld.*											
	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES—*concld.*						NATIVE STATE LINES CONSTRUCTED BY COMPANIES.				STATE LINES	
	UDAIPUR-CHITOR. (a) (60·50 Miles.) Half-year ending 31st December 1895.		JÁMNAGAR. (30·29 Miles.) Half-year ending 30th June 1897.		DHRÁNGADRÁ. (b) (20·83 Miles.) Half-year ending 31st December 1898.		GAEKWAR'S MEHSANA. (92·63 Miles.) Half-year ending 31st December 1891.		KOLHÁPUR. (29·07 Miles.) (c) Half-year ending 30th June 1892.		KAUNIA-DHARLLA (37·03 Miles, 2' 6" gauge.) Half-year ending 31st December 1884.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	6,940	115	19,168	381	5,814	279	10,385	112	13,858	477	910	25
1. Survey expenses	...	...	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...	...	...
II.—Land	...	...	...	...	542	26	...	...	9,821	338	14,432	390
III.—Formation—	1,57,552	2,604	1,99,716	3,971	62,173	2,985	2,65,898	2,871	2,64,480	9,098		
1. Earthwork	...	...	...	...	...	...	...	...	...	...		
2. Tunnels	...	...	...	...	...	...	...	...	...	...		
IV.—Bridgework—	1,36,086	2,580	4,48,834	8,925	48,314	2,319	4,61,777	4,985	10,91,301	37,540		
1. Large bridges	...	...	...	...	...	...	...	...	...	...		
2. Minor bridges	...	...	...	...	...	...	...	...	...	...		
											88,841	2,401
V.—Fencing, &c.—	8,618	142	24,989	497	4,654	223	50,501	545	41,799	1,435		
1. Fencing	...	...	...	...	...	...	...	...	...	...		
2. Road crossings	...	...	...	...	...	...	...	...	...	...		
3. Mile and gradient posts												
VI.—Electric telegraph	...	...	...	...	...	...	...	...	...	...		
VII.—Ballast and permanent-way—	8,16,780	13,500	7,55,796	15,029	3,13,566	15,054	16,43,851	17,746	5,21,575	17,942	4,98,680	13,478
1. Ballast	...	...	...	...	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,19,133	1,969	1,50,400	2,994	75,589	3,629	3,47,640	3,753	2,24,995	7,740	21,479	580
1. Stations and offices	...	...	...	...	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...	...	...	...	...
IX.—Plant—	6,645	110	26,230	521	8,826	424	29,870	323	6,981	240	8,444	228
1. Engineering	...	...	...	...	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—											1,20,677	3,261
1. Ferries	...	...	...	...	...	...	...	...	...	...	...	...
2. Floating bridges												
XI.—Rolling stock—	2,25,008	3,719	2,66,484	5,299	...	...	16,026	173	...	...	1,60,637	4,342
1. Locomotive	...	...	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...	...	...
XII.—General charges—	78,038	1,290	78,943	1,570	23,752	1,140	78,102	843	1,17,746	4,050	8,291	224
1. Direction or general	...	...	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...	...	...
Total	15,74,800	26,029	19,70,554	39,184	5,43,230	26,079	29,04,050	31,351	22,92,466	78,860	9,22,382	24,929

(a) The line was not fully completed when opened for traffic. The additional sum of Rs2,97,500 since incurred on the line has therefore been included in the details.
(b) Opened for traffic on the 7th June 1898, but no capital account was received until the second-half of 1898.
(c) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.

G—*concluded.*

end of the half-year in which the last open section of each separate project was completed—concld.

SPECIAL GAUGES.										
CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.				NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		
JORHÁT. (30·00 MILES, 2′0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		CHERRA-COMPANYGANJ (d). (7·00 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1886.		COOCH BEHAR. (22·12 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		GWALIOR LIGHT. (126·14 MILES, 2′0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1899.		(RAJPIPLA, ANKLESVAR-RAJ PARDI SECTION.) (9·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1897.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
883	13	...	...	9,764	441	13,857	110	...	...	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	3,716	195	1. Survey expenses.
...	...	...	...	...	...	...	...	1,585	83	2. Plant.
...	...	...	...	...	...	...	...	8,221	432	3. Establishment.
4,728	155	1,622	232	10,046	454	50	...	...	...	II.—LAND.
				...	...	4,09,088	3,243	...	...	III.—FORMATION—
				82,400	3,725	...	...	86,675	4,555	1. Earthwork.
				...	...	...	...	...	...	2. Tunnels.
				...	...	85,587	679	...	...	IV.—BRIDGEWORK—
				31,560	1,427	...	...	1,28,560	6,756	1. Large bridges.
				27,996	1,266	...	...	96,515	5,072	2. Minor bridges.
1,18,590	3,875	65,857	9,408							
				...	...	823	7	...	...	V.—FENCING, &C.—
				...	...	...	...	1,189	62	1. Fencing.
				913	41	...	...	4,322	227	2. Road crossings.
										3. Mile and gradient posts.
				...	...	...	...	...	...	VI.—ELECTRIC TELEGRAPH.
3,09,346	10,109	29,297	11,328	...	...	14,92,299	11,830	...	...	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	29,898	1,571	1. Ballast.
...	...	...	...	3,02,756	13,687	...	...	1,36,662	7,181	2. Permanent-way.
62,578	2,045	17,038	2,434	...	...	50,991	404	...	...	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	10,474	473	...	...	16,038	843	1. Stations and offices.
...	...	...	...	4,362	197	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	6,017	272	...	...	12,900	678	3. Staff quarters.
...	...	...	...	10,081	456	...	...	27,202	1,429	4. Station machinery.
20,606	673	4,494	642	...	...	19,588	155	...	...	IX.—PLANT—
...	...	...	...	6,411	290	...	...	1,417	74	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	647	29	...	...	4,130	217	4. Station and office furniture.
...	...	3,479	497	...	...	...	...	...	...	X.—FERRIES, &C.— 1. Ferries. 2. Floating bridges.
1,18,901	3,886	55,028	7,861	...	...	1,02,344	811	...	...	XI.—ROLLING STOCK—
...	...	...	...	30,890	1,396	...	...	66,664	3,503	1. Locomotive.
...	...	...	...	45,722	2,067	...	...	49,534	2,603	2. Carriage and wagon.
36,622	1,197	23,002	3,286	...	...	93,929	745	...	...	XII.—GENERAL CHARGES—
...	...	...	...	1,211	55	...	...	543	29	1. Direction or general.
...	...	...	...	44,922	2,031	...	...	34,917	1,835	2. Engineering.
...	...	...	...	1,410	64	...	...	264	14	3. Stores.
...	...	...	...	1,207	55	...	...	527	28	4. Audit and account.
...	...	...	...	3,498	158	...	...	517	27	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
6,71,759	21,953	21,9,817	35,688	6,34,741 (e)	28,695 (e)	22,68,556	17,984	7,11,996	37,414	TOTAL.

(d) Opened for traffic on the 16th June 1886, but no capital account was received until the second-half of 1886.
(e) Including R2,454 on account of loss on working the open line not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1893-94 to 1899-1900 the mileage and the actual amounts closed, as also the Budget and Revised*

RAILWAY.	1893-94.				1894-95.				1895-96.			
	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
		R	R	R		R	R	R		R	R	R
East Indian (*a*)	1,610½	16,23,000	43,54,000	42,53,807	1,672½	24,00,000	35,41,000	38,82,382	1,700½	31,00,000	55,50,000	52,11,142
Rajputana-Malwa railway system	1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889	1,674	6,36,000	10,29,000	9,97,944
Godhra-Rutlam-Nágdá	...	...	...	...	...	...	...	...	...	...	...	...
Bhopal-Itársí (British section)	13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741	13	75,000	51,000	47,228
Warora colliery	...	4,76,000	1,06,600	1,12,597	...	5,00,000	4,34,000	3,97,944	...	1,84,000	—70,000	—81,610
Wardha Coal	(*b*) 45	15,000	...	...	45	20,000	...	...	45	1,05,000	7,000	3,105
Umaria colliery	...	55,000	—43,700	—42,470	...	44,000	52,000	42,982	...	52,000	53,000	56,573
Burma State	577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,467	577½	—89,000	—1,10,000	—64,767
Eastern Bengal State (*e*)	812½	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,92,680	813½	12,00,000	14,16,000	14,25,485
Tirhoot	341½	1,98,000	1,83,000	1,24,598	341½	8,00,000	5,05,000	2,58,104	341½	7,00,000	6,03,000	5,08,239
Oudh and Rohilkhand State	741	13,99,000	13,28,500	11,90,862	796½	7,43,000	16,65,000	15,72,763	797½	16,43,000	13,59,000	12,23,762
Cawnpore-Burhwal (metre gauge link)	...	...	...	...	...	...	...	...	...	...	...	...
North Western State (*f*)	2,427½	8,67,000	16,08,000	12,43,986	2,429½	21,28,000	18,20,000	18,39,009	2,439½	8,40,000	19,91,000	17,10,598
Guntakal-Mysore frontier	...	...	...	...	...	...	...	...	119½	50,000	20,000	17,947
South Indian	1,041½	11,37,000	7,25,000	7,50,345	1,041½	6,00,000	2,00,000	1,85,032	1,041½	8,50,000	4,50,000	3,82,340
East Coast State	...	...	...	...	...	...	...	...	...	...	...	...
Bezwada extension	21½	5,000	5,000	5,006	20½	10,000	5,000	3,405	20½	(*g*)	(*g*)	3,887
Washermanpet-Ennúr section (Bezwada-Madras)	...	...	...	...	...	...	...	...	9	3,00,000	4,30,000	4,01,865
Ennúr-Bezwada section (Bezwada-Madras)	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	1,69,000	1,07,000	93,815	145½	1,30,000	51,000	48,040	145½	2,86,000	2,16,000	1,40,269
TOTAL	9,451½	85,99,000	1,08,18,800	1,01,15,415	9,569½	97,85,000	1,09,97,000	1,05,20,445	9,738½	99,32,000	1,29,95,000	1,19,83,747

* For information relating to earlier years, see Appendix H to Part II of the Administration report for 1894-95.
(*a*) Including expenditure on the Dildárnagar-Ghazipur, Patna-Gya and Nalháti railways.
(*b*) Excluding 1½ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal railway to the Great Indian Peninsula Railway Company.
(*c*) Godhra-Rutlam section only.
(*d*) Outlay from the 1st April to 31st August 1896, after which date the working of the line was made over to the Burma Railways Company.

H.

expended on capital account on State railways (open lines) the construction estimates of which have been estimate figures for the same period.

1896-97.				1897-98.				1898-99.				1899-1900.			
Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
	R	R	R		R	R	R		R	R	R		R	R	R
1,701½	85,00,000	68,00,000	64,94,213	1,705	55,00,000	67,50,000	72,17,940	1,712½	91,37,000	99,09,000	69,89,915	1,710¾	1,05,00,000	1,57,00,000	1,56,51,030
1,674	6,06,000	3,50,000	1,81,783	1,674	(h) 6,55,000	(h) 1,50,000	(h) 4,938	1,674	15,00,000	6,63,000	(j) 2,41,748	1,674¾	9,00,000	18,00,000	10,66,485
115½	(c) 3,32,000		(c) 1,58,257	141			1,12,386	141			1,26,652	141			84,081
13	30,000	30,000	28,729	13	20,000	13,000	21,239	13	10,000	54,000	18,638	13	1,00,000	60,000	49,882
...	1,35,000	—67,000	—60,613	...	—18,000	—70,000	—76,031	...	—4,000	—63,000	—71,508	...	—21,000	—57,000	—51,939
45	75,000	7,000	5,532	45	75,000	...	...	45	70,000	...	...	45	...	...	...
...	54,000	82,000	71,136	...	41,000	33,000	25,334	...	37,000	—71,000	—70,145	...	—10,00,000	—9,09,000	—9,38,457
577½	4,28,000	(d) 1,39,000	(d) 1,34,884	...	...	...	...	...	...	...	...	...	...	...	...
814½	40,75,000	44,89,000	42,46,738	818	27,25,000	34,88,000	39,94,223	820½	32,97,000	22,78,000	18,06,309	833	35,82,000	30,80,000	32,42,654
341½	3,25,000	2,41,000	1,17,122	341½	11,00,000	3,50,000	2,55,577	341½	12,00,000	15,70,000	12,49,707	341½	4,00,000	5,90,000	8,41,476
812½	8,38,000	6,31,000	4,07,570	812½	7,85,000	4,37,000	3,73,845	950¾	16,50,000	15,79,000	12,10,888	950¾	12,01,000	12,40,000	13,23,774
...	...	...	...	(i) 79½			17,301	79½				79½			
2,440½	28,99,000	43,50,000	47,76,794	2,551½	4,77,000	—17,71,000	—19,88,421	2,817½	48,05,000	43,11,000	39,65,065	2,895½	31,24,000	26,60,000	26,53,558
119½	40,000	20,000	17,675	119½	10,000	2,000	1,321	119½	20,000	—4,000	—3,780	119½	...	...	—232
1,041½	5,00,000	1,50,000	1,49,527	1,046½	5,00,000	—2,70,000	—3,01,265	1,018	—18,44,000	—20,00,000	—19,58,793	1,033½	5,00,000	5,00,000	5,34,698
...	...	...	...	...	...	...	...	549	6,00,000	6,00,000	5,63,635	540½			2,30,708
20½	(g)	(g)	1,761	20½	(g)	(g)	61,520	20½			4,367	20½	4,00,000		1,177
8½	...	10,000	9,606	8½	20,000	20,000	15,543	8½	...	2,000	970	7		9,12,000	5,146
...	...	...	...	...	...	...	...	...	...	...	...	255½	3,00,000		6,23,208
145½	40,000	25,000	20,444	145½	75,000	20,000	17,758	145½	55,000	55,000	29,601	145½	1,60,000	1,30,000	1,04,430
9,870	1,88,77,000	1,72,57,000	1,63,97,592	9,516½	1,19,65,000	91,52,000	99,23,213	10,447	2,05,33,000	1,79,83,000	1,34,19,773	10,807	2,01,46,000	2,57,06,000	2,56,17,679

(*e*) Including outlay on sidings and extensions which cannot be separated.
(*f*) Excluding expenditure on troop traffic works and gradient improvements.
(*g*) Amalgamated with the East Coast State railway.
(*h*) Including Pálanpur-Deesa railway.
(*i*) Including 16½ miles from Burhwal to Bara Banki and half a mile on the Cawnpore bridge laid on a mixed gauge.
(*j*) Including the mixed gauge between Bhátinda and Kot Kapúra and the standard gauge between Kot Kapúra and Ferozepore.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.	Total.
		I.—East Indian.*	II.—Bengal Central.	III.—Bengal-Nagpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVII.—Great Indian Peninsula.*	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	XXXI.—The Nizam's Guaranteed State.	
	Locomotives.														
1	Mail, special	...	...	18	...	109	29	...	...	...	...	...	81	...	156
2	Passenger, ordinary	143	27	6	36	229	10	83	...	18	138	36		12	792
3	Goods	584		111	69	284	127	25	...	55	351	312	69	42	1,853
4	Incline, special	...	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	11	...	4	20	9	...	5	8	4	42	...	18	...	79
6	Local traffic, shunting and ballast	...	...	...	...	4	6	...	...	...		24	...	...	76
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	7	(a) 4	...	...	...	...	...	...	...	...	11
	Total	738†	27	139	132	656	172	113	8	77	605	172	168	54	3,061
	Coaching vehicles.														
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	...	...	12	...	(b) 1	...	...	...	...	(b) 2	...	15
3	Saloons, dining bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
4	Saloons, ordinary	...	4	...	...	...	...	(c) 13	...	...	...	13	(c) 32	2	64
5	Reserved carriages	34	...	6	6	60	14	...	...	...	...	8	...	4	132
6	Family carriages	...	...	...	7	...	2	...	...	...	...	...	...	...	9
7	Attendants' carriages	...	...	...	...	2	...	...	...	...	...	...	...	...	2
8	Inspection carriages	...	...	...	...	...	...	...	...	7	...	...	(c) 3	...	10
9	First class carriages — Ordinary	75	4	8	22	96	41	(d) 13	...	19	90	(e) 6	...	9	383
	First class carriages — Bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	117	8	14	35	170	57	27	...	26	90	27	37	15	623

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 2 saloon dining bogies, 2 first class bogies 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office and 2 brake vans (42 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a $\frac{1}{3}$th share in this stock.

I.

and metre gauge railways on the 31st December 1899.

METRE GAUGE.																		
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
XXXIX.—{Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Doars.	LIX.—Dibru-Sadiya.	LXII.—Nilgiri.	LXIV.—Hyderabad-Godavari Valley.	LXXII.—{Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXVI.—Jámnagar.	TOTAL.	Progressive number.	REMARKS.
...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	1	
36	110	26	...	69	...	18	23	3	8	4	10	4	...	...	2	...	4	304	2	(a) These engines belonged to the metre gauge portion of the old Bolan railway (Quetta loop) and the Ferozepore tramway.
118	480	147	37	131	49	136	72		15		4		13	17		33	...	956	3	
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4	(b) These are six-wheeled carriages.
1	...	2	4	8	12	6	2	...	3	...	4	...	...	...	...	...	...	42	5	(c) Of these, two are six-wheeled carriages.
...	99	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	101	6	
...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	10	7	(d) These are sleeping carriages.
155	424	178	41	208	53	170	97	3	27	4	18	4	13	17	2	33	4	1,451		(e) Of these, one is a six-wheeled carriage.
																				(f) Of these, four are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	(g) Of these, twenty are six-wheeled carriages.
3	(e) 7	...	3	1	...	(k) 1	(k) 2	...	...	...	...	...	...	...	...	...	...	17	2	(h) Of these, four are bogie carriages.
...	...	...	...	...	3	1	...	...	(b) 1	...	...	...	...	...	...	...	...	5	3	(i) Of these five are inspection carriages.
(f) 13	...	...	...	3	...	...	(c) 16	...	...	1	...	...	...	(p) 3	...	2	...	38	4	(j) This is an inspection carriage.
4	...	(h) 6	3	3	...	(l) 24	...	...	5	...	...	...	...	...	...	(q) 7	...	52	5	(k) On bogie frames.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	6	(l) Of these, two are six-wheeled carriages and four carriages are on bogie frames.
...	...	...	...	...	...	2	4	...	...	...	...	...	...	...	...	...	...	6	7	
...	10	...	...	...	...	...	...	...	(b) 1	...	(o) 2	...	...	...	...	...	...	13	8	(m) Of these, three are six-wheeled carriages.
(g) 29	116	15	4	19	(i) 6	34	(n) 13	...	(m) 14	...	...	2	2	6	...	13	2	275	9	(n) Of these, ten are six-wheeled carriages.
...	...	...	...	...	(j) 1	...	2	...	...	...	...	...	...	...	...	...	...	3		(o) These are Inspector's vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(p) Of these, two are first class and one second class.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	(q) Of these, one is a bogie carriage.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		† Including 19 in use on lines under construction.
49	133	21	10	26	10	62	37	...	21	1	2	2	2	9	1	22	2	410		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.														
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.		
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nagpur.	IV.—Indian Midland.	XII.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVII.—Great Indian Peninsula.	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	XXXI.—The Nizam's Guaranteed State.	Total.
	COACHING VEHICLES—*continued.*														
	Brought forward	117	8	14	35	170	57	27	...	26	90	27	37 (d)	15	623
11	Composite, first and second class carriages — Ordinary	63	8	25	37	91	47	44	...	17	64	16	51	10	473
	Bogie	11	...	...	...	25	...	...	...	...	...	12	...	...	48
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Six-wheeled	...	...	...	...	...	...	...	...	...	...	4	...	...	4
12	Composite, second and third class carriages — Ordinary	...	...	...	...	...	...	...	...	...	2	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Composite, first, second and third class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	10	...	...	...	...	...	...	6	...	16
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Other composite carriages — Ordinary	(a) 1	...	(b) 4	...	...	(c) 5	...	...	...	...	...	...	...	10
	Bogie	(a) 9	...	...	...	...	...	...	...	...	...	...	...	...	9
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Second class carriages — Ordinary	88	4	15	22	58	29	12	...	23	157	36	63	8	555
	Bogie	...	...	...	...	...	...	...	...	...	...	2	...	...	2
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Second class carriages with postal accommodation — Ordinary	...	...	...	...	...	...	...	...	...	22	...	...	...	22
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	Intermediate class carriages — Ordinary	73	3	8	...	116	32	19	...	...	...	...	...	...	251
	Bogie	...	...	...	...	...	...	...	...	...	...	3	...	...	3
	Ambulance	...	...	...	...	...	...	16	...	...	...	...	...	...	16
	Six-wheeled	...	...	...	...	...	...	...	...	...	...	22	...	...	22
18	Intermediate and third class carriages — Ordinary	39	7	11	...	37	29	37	...	10	...	...	...	...	170
	Bogie	9	...	...	...	14	...	...	...	...	...	...	...	...	23
	Ambulance	...	...	...	...	4	...	...	...	...	...	...	...	...	4
19	Intermediate and postal carriages — Ordinary	...	2	...	...	31	3	6	...	3	...	3	...	...	48
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Intermediate, third and postal carriages — Ordinary	...	...	1	...	...	...	1	...	...	...	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Lower class — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	410	32	78	94	596	202	162	...	79	335	125	157	33	2,303

I—*continued.*

and metre gauge railways on the 31st December 1899.

METRE GAUGE.																		
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				TOTAL.	Progressive number.	REMARKS.
XXXIX.—Bengal and North-Western—{Western Tirhoot section, Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LII.—Dooghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Dooars.	LIX.—Dibru-Sadiya.	LXII.—Nilgiri.	LXIV.—Hyderabad-Godavari Valley.	LXXII.—{Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhavnagar-Gondal-Junagad-Porbandar.	LXXVI.—Jamnagar.			
49	133	21	10	26	10	62	37	...	21	1	2	2	2	9	1	22	2	410		
28	47	47	6	43	4	31	(b) 44	...	12	3	8	...	3	6	3	...	...	285	11	(a) These are composite (first, second and intermediate class) carriages.
...	2	5	7	...	7	11	...	...	...	...	...	...	...	...	...	2	...	34		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(b) These are composite (first and third class) carriages.
...	7	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	11		
...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	2	...	5	12	(c) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	2		
...	...	...	...	24	8	...	...	...	...	...	...	...	...	...	...	2	...	34	13	(d) Including forty-six sleeping carriages.
...	...	...	...	(b) 9	...	...	...	(b) 2	...	...	...	...	...	...	...	...	...	11		(e) Of these, ten are six-wheeled carriages.
...	...	...	...	...	...	(j) 2	...	...	...	...	...	...	...	...	...	(b) 2	...	4	14	
...	...	...	...	...	(h) ...	...	...	...	...	...	...	...	...	...	...	...	...	...		(f) Of these, twenty are six-wheeled carriages.
(e) 20	(g) 99	33	8	44	3	48	14	...	3	...	...	...	2	3	...	8	2	287		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	15	(g) Of these, forty-eight are double carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5		(h) These are inspection carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(i) These are fitted with hand brakes.
...	50	...	...	...	...	...	(l) 30	...	3	...	...	...	...	...	1	5	2	91		
...	...	...	...	...	...	(i) 14	...	...	...	...	...	...	...	...	...	2	...	16	17	(j) These are composite (second, intermediate and third class) carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	(n) ...	...	...	...	...	...	...	...	...	...		(k) Of these, nineteen are six-wheeled carriages.
(f) 42	25	...	...	...	...	...	(m) 23	...	10	1	...	...	...	...	1	...	...	102		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	(l) Of these, one carriage has a compartment for the use of native invalids, and twenty-one carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	8	...	...	...	...	...	2	...	...	1	...	...	...	...	...	...	...	11		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	(m) Of these, twenty carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	(n) Of these, three are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	8		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
139	371	106	31	146	32	171	150	10	49	6	10	4	7	20	6	53	6	1,317		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.														
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.		Total.
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XII.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVII.—Great Indian Peninsula.	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	XXXI.—The Nizam's Guaranteed State.		
	Coaching vehicles—*concluded*.															
	Brought forward	410	32	28	94	596	202	162	...	79	335	125	157		33	2,309
22	Third class carriages without brakes: Ordinary	686	34	(a)148	220	99	125	161	...	(g)242	512	172	357		64	2,820
	Third class carriages without brakes: Bogie	47	...	...	...	...	...	...	...	...	7	34	...	...		88
	Third class carriages without brakes: Ambulance	52	...	(b)23	...	200	...	...	...	...	29	15	28	...		347
	Third class carriages without brakes: Six-wheeled	...	...	...	...	...	...	...	...	...	...	18	...	...		18
23	Third class and postal vans: Ordinary	41	...	10	13	26	28	3	...	9	...	8	7		5	150
	Third class and postal vans: Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Third class and postal vans: Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Third class carriages with brakes: Ordinary	84	...	12	...	(c)255	56	...	...	...	...	26	8	...		411
	Third class carriages with brakes: Bogie	18	...	...	...	76	...	...	...	...	...	4	3	...		101
	Third class carriages with brakes: Ambulance	...	...	...	...	(d)250	110	...	...	...	...	...	...	...		360
25	Third class and brake vans	...	13	...	50	...	...	(e) 13	...	...	115	...	...	...		191
26	Compound third class incline vans	...	...	...	...	...	...	...	...	...	...	...	...	...		...
27	Brake vans	...	4	23	...	555	...	...	...	44	535	31	...	...		1,192
28	Postal vans	22	...	...	...	10	...	...	...	...	7	...	9	...		48
29	Cooking vans	...	...	...	...	...	...	1	...	...	...	...	...	...		1
30	Prison vans	...	...	...	...	...	...	...	...	...	6	...	...	...		6
31	Carriages, dynamometer	...	...	...	...	1	...	...	...	...	...	...	...	...		1
32	Carriage trucks	39	...	4	5	42	7	6	...	6	50	4	21		2	186
33	Horse boxes	75	1	10	15	138	39	13	...	8	93	18	46		10	466
34	Luggage vans	41	6	20	25	61	44	23	...	2	90	16	24		6	358
35	Produce vendors' vans	...	...	...	...	...	...	14	...	...	...	...	...	...		14
36	Milk vans	...	8	...	...	...	...	14	...	...	...	...	...	...		22
37	Fish vans	...	8	...	...	...	...	20	...	...	...	...	...	...		28
38	Store, ice, and stationery vans	1	...	...	...	16	...	...	...	...	...	...	...	...		17
39	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...	...		...
40	Open wagons for passengers	...	...	...	...	...	...	...	...	...	...	...	...	...		...
41	Miscellaneous	...	8	...	...	...	2	6	...	...	...	...	...	...		36
	Total Coaching vehicles	†1,486	114	328	422	2,325	613	441	(f)	390	1,779	471	660		120	9,149
	Goods vehicles.															
1	Cylindrical wagons	...	...	...	...	...	...	259	...	...	...	...	...	...		259
2	Covered goods wagons, bogie: Iron	...	...	...	...	412	...	...	...	...	...	...	...	...		412
	Covered goods wagons, bogie: Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
3	Covered goods wagons, ordinary: Iron	(u) 5,774	416	2,533	1,307	7,352	2,573	1,621	348	(x) 1,150	912	865	395		104	25,350
	Covered goods wagons, ordinary: Wooden	(v) 1,877	...	...	...	130	1,266	(w)90	...	...	3,517	1,328	1,086		67	9,361
	Carried over	7,651	416	2,533	1,307	7,894	3,839	1,970	348	1,150	4,429	2,193	1,481		171	35,382

† Excluding 2 third class carriages in use on lines under construction.

I—*continued.*

and metre gauge railways on the 31st December 1899.

| METRE GAUGE. | | |

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.														
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.		Total.
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVII.—Great Indian Peninsula.	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	XXXI.—The Nizam's Guaranteed State.		
	GOODS VEHICLES—*concluded.*															
	Brought forward	7,651	416	2,533	1,307	7,894	3,839	1,970	348	1,150	4,429	2,193	1,481		171	35,382
4	High-sided wagons, bogie — Iron	...	...	...	...	1	...	...	...	...	50	...	...		10	61
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
5	High-sided wagons, ordinary — Iron	...	...	...	600	764	...	...	...	158	...	868	(c)50		316	2,756
	Wooden	...	...	...	...	52	...	30	2	...	95	7	800	...		986
6	Medium-sided wagons, bogie — Iron	...	...	...	...	...	...	...	...	...	...	...	...	...		...
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
7	Medium-sided wagons, ordinary — Iron	...	...	790	...	...	...	...	...	...	...	...	...		309	1,099
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...		27	27
8	Low-sided wagons, bogie — Iron	...	...	...	...	242	...	...	...	...	...	20	...	...		262
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
9	Low-sided wagons, ordinary — Iron	2,574	50	210	67	1,564	282	146	5	(j)380	1,671	93	...	...		7,042
	Wooden	*1,411	...	...	...	304	127	44	5	...	1,322	...	191	...		3,404
10	Cotton wagons, covered — Iron	...	...	...	...	...	...	...	...	...	...	...	...	...		...
	Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
11	Open wagons for jute	...	12	(a)20	...	...	...	...	7	...	...	...	...	...		39
12	Pilot wagons	...	...	...	...	...	...	...	...	...	27	16	...	...		43
13	Dummy wagons	16	...	(b)7	...	...	...	5	...	...	...	...	...	...		28
14	Coal or coke wagons	...	...	...	...	...	...	...	...	...	...	...	60	...		60
15	Salt wagons	...	...	...	...	...	...	...	...	...	...	150	...	...		150
16	Cattle wagons	20	...	...	...	24	...	5	...	...	...	...	50	...		99
17	Flat wagons	...	...	...	...	...	...	...	...	...	...	...	...	...		...
18	Accident vans	...	...	...	...	...	...	...	...	...	...	...	...	...		...
19	Platform wagons	24	...	...	...	...	...	...	5	...	...	...	(k) 3	...		32
20	Coal hoppers	866	...	...	...	...	...	...	...	...	...	...	...	...		866
21	Powder vans	31	...	4	4	47	8	1	...	5	18	6	4	...		128
22	Tools or stores vans	4	...	(c) 1	...	1	2	1	...	...	...	...	(l) 12	...		21
23	Treasure vans	...	...	...	...	...	...	...	...	...	...	...	...	...		...
24	Relief vans	24	2	8	10	...	7	6	...	...	...	...	...	...		57
25	Six-wheeled trucks — Iron	...	...	...	...	...	...	...	...	...	...	101	...	...		101
	Wooden	3	...	...	...	...	...	...	...	...	...	1	...	...		4
26	Timber trucks — Iron	...	8	...	...	39	54	...	...	...	74	...	...	...		175
	Wooden	23	...	36	...	13	45	19	...	...	117	60	...		28	341
27	Ballast wagons	...	...	76	140	...	...	...	...	...	...	350	...		63	629
28	Rail trucks	...	...	...	...	272	...	...	...	...	...	...	(m)70	...		342
29	Fuel trucks	...	...	...	...	...	...	14	...	...	...	...	70	...		84
30	Bolster trucks — Double	...	...	...	...	...	...	...	...	...	...	...	60	...		60
	Single	...	...	...	50	...	...	12	...	...	...	...	115	...		177
31	Travelling oil tanks	28	...	(d)12	...	41	4	22	...	8	5	10	14	...		144
32	Travelling water tanks	...	...	...	8	42	2	1	...	...	...	16	4		3	76
33	Travelling gas holders	3	...	...	...	...	4	...	...	...	8	...	5	...		
34	Travelling cranes	24	1	(e)11	9	50	13	(h) 5	...	...	47	...	(n)7		2	
35	Accident cranes	...	...	...	...	...	4	...	...	7	...	4	...		3	
36	Brake vans	452	6	(f)120	72	...	153	(i) 65	...	41	...	69	(o)177		49	1,204
37	Miscellaneous	...	...	...	...	(g) 1	...	2	...	...	...	380	1	...		384
	TOTAL GOODS VEHICLES	13,154	495	3,828	2,267	11,351	4,544	2,348	372	1,749	7,863	4,344	3,174		981	56,470

I—*concluded.*

and metre gauge railways on the 31st December 1899.

METRE GAUGE.																				
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				TOTAL.	Progressive number.	REMARKS.
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LII.—Deoghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Dooars.	LIX.—Dibru-Sadiya.	LXII.—Nagiri.	LXIV.—Hyderabad-Godavari Valley.	LXXII.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhavnagar-Gondal-Junagad-Porbandar.	LXXVI.—Jamnagar.			
3,655	4,242	2,730	398	1,817	515	2,241	2,361	8	596	75	133	...	100	180	25	258	49	19,374		* Of these, twelve are fitted with brakes.
...	...	72	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	72		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	(a) Of these, ten are bamboo wagons.
...	...	...	170	400	...	...	...	...	...	...	...	3	40	...	...	...	...	613		
...	134	...	...	413	115	60	...	...	...	...	544	...	...	...	...	...	...	1,266	5	(b) Of these, four are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(c) These are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	(d) Of these, six are cylindrical wagons.
...	150	(b) 140	...	313	...	...	...	...	...	...	...	6	...	...	...	...	...	609		
...	...	...	...	154	...	318	...	...	...	...	...	...	62	...	...	...	...	526	7	(e) Of these, ten are six-wheeled.
28	1,180	...	...	20	...	72	...	...	...	...	...	...	...	...	...	20	...	1,320		
...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	10	8	(f) Of these, sixty-five are six-wheeled vans.
250	291	326	73	...	50	166	20	...	...	31	...	7	...	...	10	187	...	1,411		(g) These are bogie wagons.
291	822	143	...	...	250	229	150	...	86	...	20	...	...	70	...	349	60	2,491	9	(h) These are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(i) Of these sixteen are six-wheeled vans.
...	...	...	...	63	...	...	...	...	...	...	...	...	...	...	...	...	...	63	10	(j) Of these, forty-four are fitted with low bolsters and thirteen with high bolsters to carry rails and a hundred are fitted with wooden floors.
...	...	...	...	...	...	...	38	...	...	...	...	...	...	...	...	...	...	38	11	
...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	12	
...	...	...	..	...	...	21	11	...	...	...	...	...	...	...	...	...	...	32	13	(k) Of these, one is an eight-wheeled wagon.
...	...	350	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	350	14	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	(l) These also serve the purposes of accident vans.
...	...	25	3	6	10	(v) 141	...	...	...	...	...	...	...	...	...	6	...	191	16	(m) Of these, fifty are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	(n) Of these, three are six-wheeled.
...	15	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	19	18	(o) Of these, twenty are six-wheeled.
2	...	...	..	4	...	...	4	...	...	...	...	...	...	...	...	...	...	10	19	(p) Including seventeen wagons fitted with stanchions and chains.
...	...	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	50	20	(q) Of these, two are six-wheeled vans.
1	35	11	2	7	3	9	2	...	2	...	1	...	...	...	...	2	...	75	21	
2	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	3	...	8	22	(r) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	
7	...	(q) 10	3	...	3	10	6	...	1	...	...	...	...	...	...	...	...	40	24	(s) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	25	
...	...	...	...	15	...	...	1	...	...	...	...	...	...	...	...	...	...	16		
250	8	38	32 (s)	(g) 18	...	...	25	...	76	...	...	...	...	...	...	16	...	468		(t) Of these, one is a guard wagon to travelling cranes.
32	71	36	...	33	60 (g)	...	58	...	...	...	50	...	...	...	...	...	...	340	26	(u) Of these, seventy are platform trucks.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	74	...	74	27	(v) Of these, ten are on bogie frames.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	(w) Of these, fifty-five are bogie, and one hundred and two six-wheeled trucks.
...	...	...	...	...	...	(w) 157	...	...	...	...	...	...	...	...	...	...	...	157		
...	...	(q) 55	...	...	(u) 86	150	16	...	...	...	...	...	...	...	...	...	...	307	30	(x) Four of these are six-wheeled.
...	12	6	...	14	...	1	...	...	...	...	...	...	...	...	...	...	...	33	31	(y) Four of these are tenders to relief vans.
...	...	7	...	17	...	(c) 7	...	...	...	...	...	...	...	...	...	1	...	32	32	(z) These are road vans.
...	...	16	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	20	33	
20	29	(r) 29	(t) 6	3	13	21	(x) 11	...	6	1	1	...	1	...	...	(e) 2	...	143	34	† Excluding 431 wagons, 6 brake vans and 7 travelling cranes in use on lines under construction.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	
125	...	...	...	52	10	135	62	...	9	...	20	...	10	...	...	37	4	464	36	
...	...	...	...	...	1	...	(y) 3	...	...	...	...	...	...	...	...	(s) 7	...	13	37	
4,663	6,990	3,996	693	3,349	1,171	3,740	2,771	8	780	107	819	16	213	250	35	932	104	30,637		

APPENDIX J.

Indian Railway Conference Regulations (as revised by the Railway Conference of 1899, having effect from the 1st January 1900).

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REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF STOCK.

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INDIAN RAILWAY CONFERENCE.

Regulations for Through Traffic and Interchange of stock as revised at the Railway Conference of 1899.

Note.—The letter "A" affixed to the number of a Conference Regulation means that the rule is binding in terms of Resolution 51 of the Railway Conference of 1899.

The letter "B" means that the rule relates to rates and fares in terms of the same Resolution.

CHAPTER I.—GENERAL.

Definitions.

1. [A]. In these Regulations, unless there is something repugnant in the subject or context,—

(*a*) "*Traffic Manager*" means the head of the Traffic Department of therailway concerned.

(*b*) "*Parent line*" means the line to which a vehicle belongs.

(*c*) "*Hiring line*" means any line, other than the parent line, on which a vehicle may be for the time being.

(*d*) "*Forwarding line*" means and includes—

(1) When applied to through traffic—

(*a*) The booking railway.

(*b*) Each railway lying between the booking and terminal railways passing on traffic booked to the terminal railway.

(2) When applied to rolling-stock—

(*a*) The parent line on the outward journey.

(*b*) Each hiring line passing on a hired vehicle to another line whether on the outward or homeward journey.

(*e*) "*Receiving line*" means—

(1) When applied to through traffic—

(*a*) The terminal railway.

(*b*) Each railway lying between the terminal and booking railways taking over traffic booked to the terminal railway.

(2) When applied to rolling-stock—

(*a*) The parent line on the homeward journey.

(*b*) Each hiring line receiving a hired vehicle from another line whether on the outward or homeward journey.

(*f*) "*Ferry*" shall include a floating or temporary bridge, passed for daylight running only.

(*g*) "*Station*" includes junction and transhipping stations.

NOTE.—Catchwords and marginal notes shall not be taken as interpreting rules. Examples to rules shall be held as interpreting the intention of the rules.

Standards.

2 [A]. (*a*) The day shall be reckoned as twenty-four hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

(*b*) The maund of 82·29 lbs., divided into 40 seers, shall be the standard Indian weight on all railways.

(*c*) Fractions of a mile shall be charged as one mile.

CHAPTER II.—INTERCHANGE OF STOCK.

SECTION I.—*General.*

Calculations.

3 [A]. For the purposes of the rules in this chapter,—

(*a*) The ton shall in all cases be reckoned as equivalent to 27 maunds.

(*b*) In all calculations for charge, fractions of half a ton and over of carrying capacity or in loads shall be reckoned as one ton, and fractions of less than half a ton shall be dropped.

(*c*) Sundays, Christmas Day and Good Friday shall be considered as "*Dies non*" in respect of demurrage only. No other "*Dies non*" shall be allowed.

4 [A]. Passenger carriages, horse-boxes, carriage trucks, brakevans, and passenger road or luggage vans shall, irrespective of contents, be in all cases reckoned as coaching vehicles whether they run upon passenger or goods trains. Postal vehicles are coaching stock, but are subject to special arrangements. All other kinds of vehicles shall be reckoned as goods vehicles, irrespective of contents and of the train on which they run.

Definition of coaching and goods stock.

5 [A]. The interchange of coaching stock shall be subject to mutual arrangement between the respective railways.

Interchange of coaching stock.

6 [A]. (*a*) The interchange of goods stock shall be unrestricted, and shall extend to all connected lines and branches.

Interchange of goods stock and transhipments.

(*b*) Except as provided in clause (*c*) of this regulation, it shall be optional with the receiving railway to tranship, at the junction, the contents of any wagon containing a load for one station of less than half its carrying capacity. The cost of transhipment shall be charged against joint station expenses where the load is less than five tons on the standard gauge and three tons on the metre gauge; but when the load is five tons or more on the standard gauge and three tons or more on the metre gauge, the charge for transhipment shall be at the cost of the receiving railway. Unless otherwise arranged, consignments for more than one station loaded in any one wagon shall be transhipped at the junction at the expense of the joint station.

N.B.—In the event of such transhipment at a junction, wagons shall remain at the charge of the forwarding railway for a period of 12 hours, and thereafter at the expense of the receiving railway.

(*c*) Traffic Managers shall be at liberty to make exceptions by mutual agreement as to transhipment in cases of consignments which, from their bulk or weight, fully occupy or need a wagon, or which require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, etc., etc.

(*d*) It shall be optional with a railway to tranship, at its own expense, the contents of a wagon at any point short of destination but beyond the junction.

7 [A]. (*a*) For hiring purposes, all stock shall, subject to (*b*), be considered as handed over when entered in the number-taker's book at the junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose, or at such time and in such ways as may be arranged between the railways forming the junction.

Delivery of stock.

(*b*) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going; and hire and other charges, if any, shall be paid by the railway bringing it to the junction until it is put into that condition.

(*c*) Except as otherwise provided for in these Regulations, all vehicles, of whatever railway, handed to any railway at a junction on the outward journey shall be accepted and dealt with only as vehicles of the railway which brings them to the junction; and vehicles which are returned to a junction on the homeward journey shall be treated as vehicles of the railway to which they are so returned.

N.B.—At junctions with the parent line only, an allowance not exceeding 12 hours may be claimed as a rebate in the hire accounts by the receiving line for stock unavoidably detained owing to want of connection in train service.

8 [A]. (*a*) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement.

Return of stock to parent line.

(*b*) Subject to the provisions of clause (*c*) of this Regulation empty horse-boxes, carriage trucks, and wagons shall be returned to the parent line by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route.

(*c*) Horse-boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received.

(*d*) Subject to the proviso that the parent line may require that its wagons, horse-boxes, or carriage trucks be returned in accordance with clauses (*b*) and (*c*) by the route by which they were received, wagons, horse-boxes or carriage trucks, may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond, but *viâ* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not.

(*e*) Wagons, horse-boxes, and carriage trucks may on or before the return journey be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning. Provided that any railway shall have the right on giving one week's notice to suspend this Regulation and require the direct return of its stock to the parent line.

(*f*) When a railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway.

9 [A]. (*a*) Any railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent railway ten rupees in the case of a standard gauge vehicle and seven rupees in the case of a metre gauge vehicle per day or part of a day from the time such vehicle was

Missending in contravention of Regulations.

misused until it returns to a station on the route by which it should have been sent; or until it is returned to a junction of the parent railway.

(*b*) Missent vehicles shall be subject in addition to the charges in this Regulation to charges for hire and demurrage.

(*c*) Missent vehicles under clause (*a*) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight.

(*d*) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway.

Exemption from missending charges when vehicles are sent on.

10 [A]. If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without incurring a charge for missending, but they will be subject to hire and demurrage. Luggage vans, horse-boxes, and carriage trucks may be re-booked under the same conditions.

Missending without contravention of Regulation.

11 [A]. (*a*) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity. The missending railway shall also pay to the parent line hire due to the missending; also demurrage for any time in excess of the time which would have been allowed free had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 29.

(*b*) Provided that, when a line has received freight, it shall not receive haulage, except for the distance in excess of the distance for which freight has been earned.

(*c*) Provided also that vehicle hire charges which would have been due if the correct route had been followed shall be paid by the railways forming the correct route, and credited to the missending line.

(*d*) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route, which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

Liability resulting from accident.

12 [A]. (*a*) So soon as the rolling-stock of any railway passes into the custody or possession of any other railway, such other railway shall be responsible for all and every contingency that may arise from the use of such stock while it remains in its possession. Except that, if the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle or any other consequent damage, shall be at the expense of the parent railway.

(*b*) The cost of repairs arising from ordinary wear and tear shall always be borne by the parent railway, but in cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and in all cases of accident or collision, the cost of repairs shall, except as provided in clause (*d*) of this Regulation, be borne by the railway in whose custody or possession the stock may be at the time the damage occurs.

(*c*) No claim for the cost of repairs shall be valid unless made within three months of the date at which the repairs are completed.

(*d*) The cost of repairs to any vehicle damaged, which does not exceed ten rupees, shall be paid by the railway which carries out the repairs.

(*e*) No charge shall be made for the freight of material sent for repair of damaged stock, or for the haulage and hire of wagons carrying damaged stock back to the parent railway. But such wagons shall be subject to demurrage charges.

SECTION II.—*Hire.*

COACHING.

Coaching vehicles.

13 [A]. (*a*) Subject to the exceptions in clause (*b*), payment for the use of coaching vehicles shall be made at the rate of four annas per hour per standard gauge vehicle, and at the rate of two annas per hour per metre gauge vehicle and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as an hour, and fractions less than 30 miuntes shall be dropped.

(*b*) Half hire shall be paid on horse-boxes, carriage trucks, prison and hospital carriages, and on private carriages, troop-extra trains, private special trains, and special passenger trains put on for fairs, etc.

(*c*) When the lead over a receiving railway is less than 100 miles, charges under (*a*) and (*b*) above shall not accrue for the first 12 hours during which the vehicle is on the receiving line.

(*d*) Bogie carriages having 4 or more axles shall be reckoned as two ordinary carriages.

GOODS.

Goods vehicles.

14 [A]. (*a*) The ordinary rate of payment for the use of goods stock shall be one pie per hour per ton of carrying capacity on the standard gauge and 0·8 pie on the metre gauge: and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as one hour, and fractions under 30 minutes shall be dropped.

(*b*) Where the load in a wagon in the outward direction is less than six tons on the standard gauge and four tons on the metre gauge, the hire shall be paid on three tons in the former case and two tons in the latter, provided that when a wagon rate is collected from consignor or consignee, hire shall be paid on the full carrying capacity of the wagon.

(*c*) Where the lead over a receiving railway is less than 100 miles, charges under (*a*) and (*b*) shall not accrue for the first 48 hours during which the vehicle is on the receiving line; but this concession is subject to a minimum hire of 4 annas per vehicle on the standard gauge and of three annas on the metre gauge for each 10 miles or part of 10 miles of distance travelled in the outward direction.

(*d*) Goods vehicles carrying passengers or live-stock of any kind booked through shall be charged for as per clause (*a*) of this Regulation.

SECTION III.—*Demurrage.*

Coaching vehicles.

15 [A]. There shall be no demurrage charges for coaching vehicles.

Goods vehicles.

16 [A]. (*a*) Subject to (1) the free allowance for short leads provided for in Regulation 14 (*c*) and (2) the observance of "*dies non*" provided for in Regulation 3 (*c*), the time during which a wagon may be absent from the parent line on payment of hire shall be arrived at by allowing one hour for every six miles for standard gauge and one hour for every five miles for metre gauge vehicles which would be run in both directions were the wagon returned by the correct route, and thirty-six hours for unloading and twenty-four hours for re-loading at destination; also twenty-four hours at any intermediate station or stations for one or both of these operations, and twelve hours each way in case of a ferry by which goods vehicles are crossed.

(*b*) Goods vehicles received from one railway by another for back loading under Regulation 22, shall be allowed thirty-six hours for loading at the station from which returned to the parent line.

(*c*) When the time specified in clauses (*a*) and (*b*) is exceeded, payment for such excess time shall be made at four times the hire specified in Regulation 14 (*a*) and such augmented payment shall be called "demurrage."

Method of calculation.

17 [A]. Demurrage shall be calculated separately on the time occupied in the passage of vehicles over each line in succession, and, when incurred, shall be paid by the line on which it was incurred to the parent line:

Provided that in the case of any demurrage occurring on missent vehicles, it shall be paid to the missending railway which is responsible to the parent line for such charges:

Provided further that when through oversight or otherwise any demurrage occurring on a line not being the missending line shall have been paid to the parent line by the line on which it was incurred, such payment shall absolve the missending line from its responsibility in respect to the same.

Demurrage on wagons at junctions of different gauges.

18 [A]. (*a*) At junction stations of railways of different gauges, the rates of demurrage as fixed in this section shall be payable for the stock of either railway detained under load beyond the usual free time, but only in accordance with rules mutually agreed upon by the railways working into the junction station.

(*b*) But in the event of any railway being unable to supply a sufficient number of wagons to cope with the traffic offered at junctions of lines of different gauges, as contemplated in clause (*a*) of this Regulation, such railway may suspend or limit through-booking from midnight of the date of receipt of advice.

SECTION IV.—*Detention of traffic and stock owing to accidents, congestion, etc.*

Interruption of through communication.

19 [A]. (*a*) In the event of interruption of through communication from any cause whatever for 12 hours or over, hire and demurrage shall not be charged under the provisions of Regulations 13 to 17 for the period during which the interruption lasts on stock delayed in consequence, either short of or beyond the point of interruption.

Notice of interruption to be sent and penalty for failure to do so.

(*b*) In order to obtain the benefit of Regulation 19 (*a*) above, the railway on which the interruption occurs must, within 48 hours of the occurrence, despatch telegraphic advice of the fact to all railways whose stock is thus detained, failing which hire and demurrage will be chargeable at the option of the parent railway until the despatch of such advice.

(*c*) If required by the parent line, the railway on which an interruption occurs shall, as far as practicable, send an equal number of vehicles of its own to be used without charge upon the railway to which the stock so detained belongs, for the time that such stock is detained.

Call for wagons in exchange by parent line.

(*d*) In the case of wagons detained beyond the point of interruption, no charge is leviable from a railway unable to comply with a call under this Regulation. On wagons detained between the parent line and the point of interruption, demurrage shall be chargeable at the option of the parent line on the failure of the railway on which the interruption occurs, to meet a call for wagons in exchange for them. Demurrage to commence 24 hours from the time that the call is made.

Payment for failure to comply with call in respect of wagons detained short of point of interruption.

(*e*) When owing to an interruption of through communication it is necessary to stop the booking of traffic by any route, traffic which may have been booked before receipt of notice of closing shall, when necessary, be diverted by the shortest open route, fares and freight being collected from the public by the route originally booked and divided in mileage proportion over the whole route actually travelled from original starting station to destination.

Diversion of traffic and division of fares and freight owing to interruption of through communication.

(*f*) After notice of closing, traffic shall be booked by the cheapest open route and freight charged by the route booked.

Booking after notice of closing route.

(*g*) On the occurrence of a block of traffic, when a railway, owing to the large amount of traffic arriving, finds itself unable to return foreign wagons within the free time allowed, it shall send notice by telegram to despatching railways, advising them either to stop booking or to restrict traffic, as the case may be, or naming the conditions upon which traffic will be received.

Block of traffic at receiving stations.

In the event of booking being stopped or restricted, home line bookings must be stopped at the same time or proportionately restricted, advice being given to foreign railways that this has been done. Such notices shall have effect from midnight of the date of receipt of the advice, traffic booked before this hour being received without restriction.

20 [A]. (*a*) In cases in which the stock of any railway is damaged upon the line of another railway, a period of not more than ten days shall be allowed free of hire and demurrage to the railway on which the damage occurred for the repair of the stock. But if the repairs cannot be completed in ten days, the vehicles shall be despatched to the parent railway within that time.

Damage to stock.

(*b*) In addition to the free allowance as prescribed in clause (*a*) of this Regulation, the actual time occupied in conveyance of material for repairs from the parent line shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

(*c*) If the damaged stock be not returned either repaired or not repaired within the period allowed, hire and demurrage shall be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the parent railway.

(*d*) Notice in general terms stating how and when the damage took place and the nature of it shall in all cases be sent within one month by the Traffic Manager of the railway, on which the damage occurred to the Traffic Manager of the parent railway, and also to the Traffic Manager of each intermediate railway between the line on which the damage occurred and the parent railway. Failure to give this notice will involve forfeiture of the free time allowed by clause (*a*) of this Regulation.

SECTION V.—*Equalisation of stock interchanged.*

21 [A]. (*a*) The railway on which through traffic originates shall provide wagons for such traffic. But when the sending railway has absent on the receiving railway an excess of not less than 10 per cent. of its total wagon stock, or 350 wagons, whichever is less, the sending railway may call on the receiving railway to make over such number of empty wagons daily for the purpose of traffic to and *viâ* the receiving railway as it may deem necessary towards the equalization of tonnage: provided that such daily number shall not be less than fifteen, and shall not exceed one-seventh of the total excess which the sending railway has on the receiving railway at the time the call is made. If the number of wagons called for is not supplied during the week commencing on the fourth day after the call has been received, a charge shall be paid by the receiving railway to the sending railway on the net balance received short at the end of the week at the rate of one and a half rupees per ton of carrying capacity of the wagons short supplied. This charge to be in addition to ordinary hire, demurrage, and missending charge which may accrue under the rules on the stock of the sending railway actually running with through traffic upon the receiving railway; but no missending charge shall be payable by the sending railway for the empty running of the wagons sent in response to a call to obtain a load for the receiving railway. The receiving railway shall be at liberty to supply on any day throughout the week in response to a call a maximum of not more than 50 per cent. beyond the daily number called for, provided the total number called for is not exceeded in the week.

Call by forwarding railway.

(*b*) In the case of a sending railway having more than one junction with a receiving railway the number on which the call shall be made shall include the wagons exchanged at all junctions, but the receiving railway is not bound to supply, nor the sending railway to accept, more wagons at any one junction than is proportionate to the excess exchanged at that junction.

(*c*) This equalization shall, when called for by the sending railway, be made in the following manner, namely :—

If, for example, on the 3rd of a month the sending railway has 750 wagons on the receiving railway and receiving railway has 129 of its wagons on the sending railway, then the sending railway may on the 4th, or within seven days after the 3rd, call upon the receiving railway, either by wire or letter, to equalize the balance of excess—that is, 621 wagons—by handing over to the sending railway that number of empty wagons for back loading to the receiving railway during the seven days subsequent to the third day from the date of the call—that is, if the call is received on the 4th of a month, during the next seven days commencing on the 8th of the month.

The receiving railway must, upon receipt of such a notice on the 4th of the month, hand over on the fourth day afterwards, *i. e.*, the 8th of the month, and on the subsequent six days, an average of 88 wagons a day (fractions being dropped), *i.e.*, for seven days from and inclusive of that day, the 8th of the month.

Fresh notice of call must similarly be given by the sending railway on the 11th of the month or subsequently within the seven days commencing on that day in regard to the excess balance that may exist on the 10th of the month, and this fresh call must be responded to by the receiving railway in the same way as in the case of the original call mentioned above, and so on, from time to time, the intention being that the excess at any time shall be equalized within the following ten days.

(*d*) (1) Wagons of the sending railway forwarded under load to the receiving railway, if returned loaded or empty by the receiving railway, to the sending railway during the continuance of such call, shall not be reckoned as forming part of the wagons supplied in response to the call referred to in this Regulation.

(2) Empties handed over for back loading in response to a call under this Regulation, and still on the receiving line are to be reckoned as wagons forwarded by the receiving railway in the calculation towards the equalization for following week.

(3) The excess of not less than 10 per cent. of its total wagon stock or 350 wagons in clause (*a*) of this Regulation shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway, unless the number belonging to any one railway shall have exceeded 350 wagons.

But when a foreign line has called upon an intermediate line, the intermediate line may pass on a fair proportion of the call to an adjoining line beyond, such proportion being based on the total number of the calling line's wagons received by the intermediate line from the calling line and the number of such wagons sent forward by the intermediate line to the line beyond.

(*e*) Open wagons shall be accepted if supplied with proper sheets and ropes.

(*f*) The sending railway may countermand the call at any time whenever altered circumstances make it desirable.

Example No. 1.—

A (the sending railway) has at midnight on the 3rd of a month 750 10-ton wagons on *B* (the receiving railway) sent *vid* junction X.

B has at midnight on the same day 129 of its 10-ton wagons on *A*, also sent *vid* junction X. Excess 621 10-ton wagons of *A* upon *B*.

A may on the 4th of the month call upon *B* to hand over at junction X on the 8th of the month and on the six following days an average of 88 10-ton wagons on each of those days to equalize the balance of excess of 62 10-ton wagons of *A* on *B* on the 3rd of the month, or an equivalent in wagons of other capacities.

B cannot send more than the equivalent of 132 10-ton wagons on any one day, being 50 per cent. more than are called for.

B on the 8th, 9th, and 10th sends the equivalent of 88 10-ton wangons to *A*, and on the 11th *B* sends only the equivalent of 53 10-ton wagons; on the 12th *B* sends only 27 10-ton wagons; on the 13th *B* sends 132 10-ton wagons (being 50 per cent. more than the 88, the daily supply called for), and on the 14th *B* sends 25 10-ton wagons. *B* will thus have supplied equal to 115 10-ton wagons less than the call in the seven days, and has to pay R1-8 per ton on that short supply, that is, R1,725, and the equalization is held to be completed, there being no further claim by *A* upon *B* for excess wagons for the call which was made on the 4th of the month.

Example No. 2.—

If on the 10th *A* has equal to 647 10-ton wagons on *B* sent *vid* junction X, and *B* has the equivalent of 245 10-ton wagons on *A*, also sent *vid* junction X, then *A* may call on the 11th for the equivalent of 402 10-ton wagons, that is, an equivalent of 57 10-ton wagons (the fraction being dropped) per day which should be handed over by *B* on the 15th and six subsequent days. The 57 10-ton wagons a day are equal to 3,990 tons of carrying capacity in that seven days. *B* on the 15th sends 57 10-ton wagons, on the 16th 20 14-ton wagons, on the 17th 20 14-ton wagons, on the 18th 20 14-ton wagons, on the 19th 30 10-ton wagons, on the 20th 25 10-ton wagons, and on the 21st 63 14-ton wagons. Thus *B* will have supplied 1,148 tons of carrying capacity short of what was called for, and will pay R1,722 for that deficiency; and the equalization contemplated having been completed will have no further claim upon *B* for excess wagons for the call which was made on the 11th of the month.

22[A]. (*a*) When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed three hundred and fifty at the end of any week, the receiving railway may call upon the forwarding railway

Call by receiving line.

to take over a sufficient number of wagons to bring this excess within three hundred and fifty. This excess number of 350 wagons absent from any one railway upon any other railway shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway unless the number belonging to any one railway shall have exceeded 350 wagons. In the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on hire by the forwarding railway upon the daily balance in excess of three hundred and fifty absent.

(*b*) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(*c*) Except as provided in Regulation 8 (*f*), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.

But the receiving railway shall tender at each junction only such number of the wagons in excess of three hundred and fifty as is in proportion to the total number of wagons received in excess at such junction.

Example—

Railway *A* receives in excess from railway *B* in one week at junction X 279 wagons, at junction Y 352 wagons, at junction Z 164 wagons, being a total received in excess of 795, or 445 more than the limit of 350, which is fixed for all the exchanges in one week between the two railways. Railway *A* can offer to send to railway *B* the following number of wagons at each of those junctions respectively for that week, *viz.*, at—

Junction X, $\frac{279}{795} \times 445 = 156$ wagons; at junction Y, $\frac{352}{795} \times 445 = 197$ wagons; and at junction Z. $\frac{164}{795} \times 445 = 92$ wagons.

(*d*) No railway shall be required to take over under this Regulation on any one day more than 50 per cent. over one-seventh of the total excess of the previous week, provided the total number offered in the week is not more than the excess over three hundred and fifty during the week, nor more than 50 per cent. over one-seventh of that excess on any one day.

Hire on wagons called for.

23 [A]. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to hire and demurrage rules, the hire charge being based on the return load, but there shall be no charge for missending. In the event of a load not being available, the hire shall be as per clause (*b*) of Regulation 14.

SECTION VI.—*Returns and Accounts.*

Junction returns.

24 [A]. (*a*) In case a wagon, horse-box, or carriage truck is loaded on the homeward journey to any station short of the parent line, or in case of any alteration in the destination or route of a vehicle of any description caused by transhipment of the load or otherwise, the audit offices of the respective railways shall make full explanatory remarks in the interchange statements against the entry of such vehicle, and credit the hire and demurrage that may be due.

(*b*) Each railway shall accept the statements of other railways with respect to the loads and vehicles, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition shall be ascertained and recorded by an authorised representative of each of the railways forming the junction.

(*c*) The accounts referring to any charges under the Regulations in this chapter in which any railway is concerned shall be open to the inspection of such railway.

Limitation of claims.

25 [A]. No claim of any description for charges under the rules in this chapter shall be entertained if preferred after a lapse of six months from the date on which a vehicle returns to the parent line.

Settlement of accounts.

26 [A]. Whatever charge is paid for hire, demurrage, and missending by any railway for the use of vehicles of other railways shall in all cases belong, and be paid over, to the parent line.

CHAPTER III.—THROUGH TRAFFIC REGULATIONS.

SECTION I.—*General.*

Routes and junctions.

27 [A]. In the absence of mutual agreement between particular railways as to the routing of traffic or of specific instructions in writing from the sender or his authorised agent—

(i) all traffic shall be booked and carried by the cheapest route;

(ii) where the rates by two or more routes are equal, traffic may be booked and carried by the route most favorable to the railway on which it originates.

(The Madras railway dissents from this Regulation.)

28 [A]. The minimum rate between junctions shall be fixed by the railway or railways owning the shorter route.

Minimum rate between junctions.

(The Great Indian Peninsula, Bombay, Baroda and Central India and Assam-Bengal railways dissent from this Regulation.)

29 [A]. (*a*) In all cases of through goods traffic, also of carriages, and live-stock booked as coaching traffic, in through vehicles being booked, or despatched to destination contrary to Regulation 27, or despatched by other than the booked route when that is the correct route, freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route, the missending line shall pay the haulage, hire and demurrage charges which may be due under Regulation 11.

Freight on wagon of goods mis-despatched.

(*b*) In all cases of through goods traffic being despatched to wrong destination, it shall, forthwith, on the error being discovered, be despatched by the most direct route to destination.

(*c*) When goods not carried to destination in the wagons in which despatched by the forwarding railway are dealt with contrary to Regulation 27, freight by the correct route shall be collected and divided between the lines forming the correct route according to their proper proportions, and the missending railway shall pay for the missent distance a charge to the carrying line of three pies per ton per mile, subject to the proviso that such payment shall not be made on the distance for which freight is earned. The charge under this rule to be exclusive of handling charges at ferries and conveyance charges to and from out-agencies which are to be paid separately.

(*d*) Small consignments of less than 54 maunds over-carried or carried by the wrong route through the fault of the staff shall be returned to destination free of charge; this to apply to cases of both over carriages and misdespatches under this Regulation.

30 [A]. Any one railway having entire command of a route between the despatching and receiving stations may fix the rate between these stations and may carry the traffic by its own route.

Fixing of rate by railway having entire command of route.

(The Great Indian Peninsula and Assam-Bengal railways dissent from this Regulation.)

31 [A]. (*a*) Each railway shall publish tables of rates and fares and rebates from each of its junctions with foreign lines to every station on its own system. Terminals when charged shall be included in the rates quoted. Each railway shall supply free twelve copies of such rate and fare lists as may be needed to each railway with which through-booking arrangements exist, and further copies shall be supplied, if required, on payment.

Advices of rates and fares.

(*b*) Rates shall be quoted in all rate lists at "per maund" or "per wagon." The quotations to be in rupees, annas and pies.

(*c*) The rates quoted for freight shall, except where otherwise specified by public notice include all such services as marking, weighing, making out receipts, and loading and unloading.

32 [A]. (*a*) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued quarterly and shall be despatched not later than the first day of the first month of the quarter in each year, namely, the 1st of January, the 1st of April, the 1st of July, and the 1st of October.

Changes of rates, fares, etc.

(*b*) The receiving railway or railways may despatch one advice of consequent alterations not later than the end of the first month in each quarter. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (*a*) and (*b*) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once a quarter to all railways with which there is through booking, a *nil* form being sent when no alteration is proposed.

(*c*) The railway originally notifying cannot give notice of a further change till the quarter following that in which the first advice is required to be given.

(*d*) The rates, etc., so advised shall become operative from the first day of the quarter following that in which they are required to be notified under clauses (*a*) and (*b*).

Example—

Railway A may give notice to Railway B not later than the 1st of January. The rates, etc., contained in such notice will come to force on the 1st of April.

Railway B may give notice not later than the 31st of January of consequent alterations. Such consequent alterations will also come into force on the 1st of April.

No further alterations can be brought into force on the 1st of April but must be the subject of fresh notice under clause (*a*) of this Regulation.

(*e*) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (*a*) and (*b*) of this Regulation.

(*f*) Any rates notified in contravention of these regulations shall be inoperative.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

(The Bengal-Nágpur and Assam-Bengal railways dissent from the whole of this Regulation, and the Bengal and North Western, Rohilkund and Kumaon, Bombay, Baroda and Central India and South Indian railways dissent from the note at foot thereof.)

Freight on articles lost, damaged, or unclaimed.

33 [A]. (*a*) Freight on goods and parcels lost or damaged shall be debited to compensation account in addition to the amount of the claim.

(*b*) Freight on goods and parcels left on hand unclaimed shall be charged against the goods or parcels, as the case may be, the railway on which they were left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance shall be charged against the compensation account of the railway on which the goods or parcels were left.

(*c*) In such cases unrecovered wharfage or demurrage when not covered by the sale value of the package or packages should be written off by the railways on which it was incurred.

Claims on through consignments.

34 [A]. (*a*) Claims should, after verification, be at once paid by the railway on whom the claim has been made.

(*b*) Failing settlement of liability promptly between the railways concerned, the claims shall be referred to arbitration.

(*c*) Pending result of arbitration, the amount for which a claim has been settled should be temporarily adjusted in mileage division over the railways over which the consignment has been carried. Upon final settlement, the amounts over or underpaid shall be adjusted between the railways concerned.

Apportionment of claims on through goods traffic.

35 [A]. The following rules shall be observed in the apportionment of compensation claims on through goods traffic :—

(*a*) When a wagon in which damage, deficiency or loss is discovered, arrives at a station with the sending station's seals intact, the sending station shall be held responsible unless the damage, etc., can be proved to have occurred elsewhere.

Station is held to include junctions and transhipping stations; sending station is held to mean the station, junction, transhipping station, or other point at which a wagon was last sealed.

(*b*) When a joint station is held responsible under these rules for any damage, deficiency, loss, etc., the amount of the claim shall be debited to joint station expenses.

(*c*) When a seal is not intact and damage, etc., is discovered, the amount of the claim shall be borne by the railway on which the discovery is made, unless it can be proved to have occurred elsewhere.

(*d*) The above rules do not apply to damages caused by wet. Claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked.

(*e*) Any damage, etc., must be notified by wire to the sending and consigning stations immediately the wagon is opened.

SECTION II.—*Coaching.*

Through-booking of coaching traffic.

36 [A]. All coaching traffic shall be booked through between all stations of all railways which have through-booking arrangements with each other, provided the stations are open for such traffic.

Passengers travelling by other than booked route.

37 [A]. (*a*) Except as provided in clause (*b*), when passengers are found on a route by which they are not booked, they shall be sent to destination by the shortest or quickest route, whichever they prefer, the fares, etc., being divided in accordance with the original booking, provided also that the railways carrying the passengers by these routes shall receive their fares, etc., recoverable from the railway or railways owning or jointly working the junction which allowed the mistake to occur.

(*b*) Passengers desirous of adopting an alternative route from any junction may travel by that route on paying the difference, if any, between the booked and diverted route for themselves servants and luggage. In such cases, the railways carrying the passengers shall share the fares, etc., in proportion to each railway's fare by the route actually travelled.

Opening of booking offices.

38 [A]. At Principal stations, passengers or their servants shall be allowed to purchase tickets and book luggage at any time during the day.

Reserved accommodation to return ticket-holders.

39 [A]. When reserved accommodation is required by return ticket-holders, each half return ticket shall be accepted as one of the tickets needed to reserve the required accommodation.

Free allowance of passengers' luggage.

40 [B]. (*a*) The free allowance of passengers' luggage shall be as follows :—

For a first class passenger	1½ maunds.
„ second class passenger	30 seers.
„ intermediate class passenger	20 „
„ third class passenger	15 „

and half these quantities for each child's half ticket.

(*b*) In through-booking in the case of 1st and 2nd class passengers, the bundle of rugs, tiffin basket, and small hand-bags, walking-sticks, or umbrellas, and in the case of intermediate and 3rd class passengers, the razai or blanket, which passengers usually take into the carriage with them for their requirements on the journey, shall not be weighed.

(*c*) Holders of return tickets shall be entitled to the free allowance of luggage on both the outward and the return journey.

Return tickets for race horses.

41 [B]. Return tickets shall be issued for horses for racing purposes at a fare and tenth under the following conditions:—

(i) That the horses be carried at owner's risk.
(ii) That three or more horses travel in the same box booked by the same sender.
(iii) That the outward and return journey be completed within six months.
(iv) That before the horses are carried on the return journey, a certificate be produced from the Secretary to the Race Meeting to which the horse was booked that the horse was actually entered.
(v) That horses attending more than one meeting may break journey either on the outward or the homeward route for the purpose of attending other race meetings, always provided that the horses do not travel over the line more than once in the same direction.

(*The Rohilkund and Kumaon, Nilgiri and Darjeeling-Himalayan Railways dissent from this Regulation*).

SECTION III.—*Goods.*

Method of calculating goods rates.

42 [A]. (*a*) In calculating rates per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

(*b*) In calculating charges, if the total for each consignment gives a fraction of an anna of six pies or more, such fraction shall be charged as one anna; if the fraction be less than six pies, such fraction shall be dropped.

(*c*) Only one minimum charge shall be made, and this minimum charge shall be divided according to mileage.

(*d*) The minimum weight to be despatched by goods train shall be fourteen seers.

(*e*) The minimum distance charged shall be ten miles, subject to a minimum charge of eight annas.

(*f*) Subject to the minimum charge, fractions of a quarter of a maund shall be charged as a quarter of a maund, thus:—

121 seers	shall be reckoned as	3¼	maunds.
26 „	„	„	¾ maund.
14 „	„	„	½ „

(*g*) The rules for fractions and minimum charges contained in this Regulation apply to each class of goods in each consignment.

Penalty charges leviable under section 58 of the Indian Railways Act, 1890.

43 [A]. (*a*) The penalties when levied under clauses (2) and (3) of section 58 of the Indian Railways Act, 1890, shall be calculated on the entire distance over which the consignment will be or has been carried.

(*b*) The penalties calculated in accordance with clause (*a*) shall either be entered in the invoice at sending station or, in case of misdeclaration detected after despatch, shall be entered on the invoce at destination, so as to show the amount due to each railway concerned.

(*c*) Any charges incurred under clause (6) of section 58 of the Act shall be defrayed by the railway which detains and examines the goods, such charges, when incurred at a station worked by a joint staff, being debited to joint station expenses.

Invoice.

44 [A]. There shall not be more than one invoice for each consignment. Invoices shall be sent forward by the train which will arrive first at the destination of the goods.

Errors in invoices.

45 [A]. In the apportionments of freight, the limit to which errors in calculation of freight in each railway's proportion shown on invoices for goods booked through shall be disregarded in the receiving railway's audit office, and in checking division sheets, shall be R1 in respect to both over and under charges. This does not apply to errors in rate, weight, or classification.

CHAPTER IV.—FARES AND RATES.

SECTION I.—*Coaching Traffic.*

Specie.

46 [B]. (*a*) Treasure including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, *viz*:—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
„ 81 „ „ 270 „	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort :—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge.

(*b*) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds.

(*c*) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows :—

Under	10 seers as 10 seers.							
Exceeding	10 seers, but not exceeding 20 seers, as 20 seers.							
"	20	"	"	"	30	"	30	"
"	30	"	"	"	40	"	40	"

(*The Madras railway dissents from the whole of this Regulation.*)

Horses.

47 [B]. The rates for the conveyance of horses shall be as follows :—

Two annas per mile for the first horse, and for every additional horse one anna, subject to a minimum of five rupees for each horse-box: this minimum charge being irrespective of the gauge and number of railways to be passed over.

(*The Madras railway dissents from this Regulation.*)

Carriages.

48 [B]. Carriages shall be carried at the following rates :—

(*a*) A single carriage or palanquin, three annas per mile.

(*b*) When two or more vehicles are sent together by the same consignor to the same station on one truck, the charge shall be four and a half annas per mile.

(*c*) The minimum charge shall be five rupees for each truck, irrespective of the gauge and number of railways to be passed over.

(*The Madras railway dissents from the whole of this Regulation.*)

Dogs.

49 [B]. (*a*) The charge for dogs shall be four annas for every fifty miles or fraction thereof divided in mileage proportion between the railways concerned.

(*b*) Return tickets shall be issued for dogs at double the sum of the single fares, and be available for the same periods as return tickets issued to passengers.

Small animals and poultry.

50 [B]. The following shall be charged at dog rates :—

(*a*) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, and other small animals not in cages, separately for each animal.

(*b*) Live turkeys, geese, ducks, and other poultry, if not in baskets, hampers, or coops, separately for each bird.

Larger animals.

51 [B]. The following shall be charged at double the dog rates when carried in passenger trains, not more than three animals being sent by each train :—

(*a*) Calves, goats, sheep, pigs, and other small animals for breeding, agricultural, or sporting purposes, separately for each animal. Young kids or lambs, alone or with parent animals, shall be charged as goats or sheep.

(*b*) Small deer, bears, and cubs of wild animals, separately for each animal.

Corpses.

52 [B]. Corpses shall be carried at eight annas a mile for each, subject to a minimum of five rupees for each corpse.

Parcels and passengers' luggage.

53. The rates for parcels and luggage shall be as follows :—

[A] (*a*) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.

[A] (*b*) Each parcel shall be charged for separately.

[B] (*c*) Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(i) When the weight does not exceed two and a half seers, four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.

(ii) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject, to a maximum charge of two rupees.

[B] (*d*) Parcels exceeding one cubic foot in contents or five seers in weight shall be charged at the rates shown in the following table, provided that when lower rates than those shown in the table can be secured by re-booking at any station, it shall be optional with any railway to charge the sum of the rates from the despatching station to such re-booking station and from such re-booking station to destination.

Rate list for luggage and parcels.

Distance in mile.					Weight.				Additional charge for fractions in excess of even maunds.
					Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	
					R	R	R	R	
Not exceeding				25	0 4	0 4	0 4	0 4	
Exceeding	25	but not exceeding		50	0 4	0 4	0 8	0 8	
„	50	„	„	75	0 4	0 8	0 12	0 12	
„	75	„	„	100	0 4	0 8	0 12	1 0	
„	100	„	„	125	0 8	0 12	1 0	1 4	
„	125	„	„	150	0 8	0 12	1 0	1 8	
„	150	„	„	175	0 8	1 0	1 4	1 12	
„	175	„	„	300	0 8	1 0	1 8	2 0	
„	300	„	„	325	0 12	1 4	1 12	2 4	
„	325	„	„	350	0 12	1 4	2 0	2 8	
„	350	„	„	450	0 12	1 8	2 4	3 0	
„	450	„	„	475	1 0	1 12	2 8	3 4	
„	475	„	„	500	1 0	1 12	2 12	3 8	
„	500	„	„	600	1 0	2 0	3 0	4 0	
„	600	„	„	625	1 4	2 4	3 4	4 4	
„	625	„	„	650	1 4	2 4	3 8	4 8	
„	650	„	„	750	1 4	2 8	3 12	5 0	
„	750	„	„	775	1 6	2 12	4 0	5 4	
„	775	„	„	900	1 6	2 12	4 2	5 8	
„	900	„	„	925	1 9	3 0	4 6	5 12	
„	925	„	„	950	1 9	3 0	4 10	6 0	
„	950	„	„	1,050	1 9	3 2	4 12	6 4	
„	1,050	„	„	1,075	1 12	3 6	5 0	6 8	
„	1,075	„	„	1,100	1 12	3 6	5 4	6 12	
„	1,100	„	„	1,200	1 12	3 8	5 6	7 2	
„	1,200	„	„	1,225	2 0	3 12	5 10	7 6	
„	1,225	„	„	1,250	2 0	3 12	5 14	7 10	
„	1,250	„	„	1,333	2 0	4 0	6 0	8 0	
„	1,333	„	„	1,358	2 4	4 4	6 4	8 4	
„	1,358	„	„	1,383	2 4	4 4	6 8	8 8	
„	1,383	„	„	1,500	2 4	4 8	6 12	9 0	
„	1,500	„	„	1,525	2 8	4 12	7 0	9 4	
„	1,525	„	„	1,550	2 8	4 12	7 4	9 8	
„	1,550	„	„	1,666	2 8	5 0	7 8	10 0	

The amounts entered in the respective columns.

Rate list for luggage and parcels—contd.

Distance in miles.	Weight. Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for fractions in excess of even maunds.
	R a.	R a.	R a.	R a.	
Exceeding 1,666 but not exceeding 1,691	2 12	5 4	7 12	10 4	
„ 1,691 „ „ 1,716	2 12	5 4	8 0	10 8	
„ 1,716 „ „ 1,833	2 12	5 8	8 4	11 0	
„ 1,833 „ „ 1,858	3 0	5 12	8 8	11 4	
„ 1,858 „ „ 1,883	3 0	5 12	8 12	11 8	
„ 1,883 „ „ 2,000	3 0	6 0	9 0	12 0	
„ 2,000 „ „ 2,025	3 4	6 4	9 4	12 4	
„ 2,025 „ „ 2,050	3 4	6 4	9 8	12 8	
„ 2,050 „ „ 2,166	3 4	6 8	9 12	13 0	
„ 2,166 „ „ 2,191	3 8	6 12	10 0	13 4	
„ 2,191 „ „ 2,216	3 8	6 12	10 4	13 8	
„ 2,216 „ „ 2,333	3 8	7 0	10 8	14 0	
„ 2,333 „ „ 2,358	3 12	7 4	10 12	14 4	
„ 2,358 „ „ 2,383	3 12	7 4	11 0	14 8	
„ 2,383 „ „ 2,500	3 12	7 8	11 4	15 0	
„ 2,500 „ „ 2,525	4 0	7 12	11 8	15 4	
„ 2,525 „ „ 2,550	4 0	7 12	11 12	15 8	
„ 2,550 „ „ 2,666	4 0	8 0	12 0	16 0	
„ 2,666 „ „ 2,691	4 4	8 4	12 4	16 4	
„ 2,691 „ „ 2,716	4 4	8 4	12 8	16 8	
„ 2,716 „ „ 2,833	4 4	8 8	12 12	17 0	
„ 2,833 „ „ 2,858	4 8	8 12	13 0	17 4	
„ 2,858 „ „ 2,883	4 8	8 12	13 4	17 8	
„ 2,883 „ „ 3,000	4 8	9 0	13 8	18 0	

The amounts entered in the respective columns.

[B] (*e*) Passengers' luggage, whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (*d*) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

Prepayment of freight on luggage and parcels.

[A] (*f*) Excess luggage and parcels containing perishable or dangerous goods shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods shall be optional.

Heavy or bulky parcels.

[A] (*g*) Parcels exceeding forty seers in weight or eight cubic feet in measurement shall be booked only if accommodation will allow.

[A] (*h*) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

Missending of parcels.

[A] (*i*) No charge shall be made to the public for the distance parcels are missent through the fault of another railway.

Division of freight of parcels, luggage, etc., booked by one route and sent in error over another.

[A] (*j*) When parcels or luggage are booked by one route and sent in error over another, the charges actually collected shall be divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if in consequence of the error the consignment is carried a longer distance over the line which makes the error than it

would have been if it had been sent by the proper route, the line which makes the error shall receive only its freight by the proper route, the balance collected being in that case divided between the other railways in mileage proportion.

[*The East Indian and Madras railways dissent from clause (h) of this Regulation.*]

Miscellaneous articles at parcel rates.

54 [B]. Unless under special arrangements between railways, the following shall be charged at parcel rates :—

(*a*) Plants and shrubs.

(*b*) Sporting ammunition and fog-signals, each package not exceeding twenty seers in weight, and loaded cartridges and percussion caps, without restriction as to weight. Not more than three packages shall be despatched in the same train.

(*c*) Perambulators and jinrickshaws.

Exception.—The charge for an unpacked perambulator shall be as for two maunds, and that for an unpacked jinrickshaw with shaft detached shall be as for four maunds. If accompanying the owner as luggage at these weights, subject to the ordinary free allowance.

(*d*) Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds respectively, but at the sole risk of the owner and not subject to the free allowance. They shall be carried at railway risk, packed at parcel rates on actual weight subject to a minimum as for one maund for bicycles and two maunds for tricycles.

(*e*) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, birds, and other small animals when in cages.

(*f*) Turkeys, geese, ducks, or other poultry, alive or dead, in hampers, baskets, or coops.

(*g*) Birds in hand.

(*h*) Dead poultry and small game, and when accompanying the owner as luggage.

(*i*) Dead wild animals.

Articles at half parcel rates.

55 [B]. Unless under special arrangements between railways, the following shall be carried at half parcel rates, subject to a minimum charge of two annas :—

(*a*) Fish, fruit, vegetables, bazar baskets, meat and ice.

(*b*) Betel and pan leaves, if carried by passenger train.

(*c*) Commercial traveller's luggage including packages of samples, by passenger train, no free allowance being given.

(*d*) Cut flowers.

(*e*) Newspapers.

Articles at quarter parcel rates.

56 [B]. Unless under special arrangements between railways, the following shall be carried at quarter parcel rates, subject to a minimum charge of two annas :—

Ice blankets, numdahs, boxes, and other packages returned empty in which articles have been carried, at either parcel or half parcel rates.

SECTION II.—*Goods Traffic.*

Horses, etc.

57 [B]. (*a*) The rate for low-priced horses, ponies, mules, donkeys, horned cattle, or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, carried in vehicles other than horse-boxes, by goods or mixed trains, shall be as follows :—

	Railway risk. Per truck per mile.	Owner's risk. Per truck per mile.
Four animals and less	4 annas.	3 annas.
More than four animals in one truck	8 pies for each additional animal.	6 pies for each additional animal.

One attendant with each truck load shall be carried free.

(*b*) If the animals are sent at railway risk, the sender shall be required either to insure or to execute a risk note (Form F) limiting the railway liability to fifty rupees for each animal; if sent at owner's risk, the sender must execute a risk note on Form B.

SECTION III.—*Insurance.*

Goods and parcels.

58 [B]. (*a*) The rates for insurance of goods, parcels, etc., shall be as follows :—

Articles.	Rate of insurance per cent. in rupees on declared value.
On art pottery and all articles made of glass, china, or marble.	Four annas per 100 miles or fraction of 100 miles.
Gold, silver and all other excepted articles.	Two annas per 100 miles or fraction of 100 miles.

subject to a maximum of one per cent.

(*b*) The insurance shall, in no case, be less than two rupees for the whole distance.

Animals.

59 [B]. The rates for insurance of animals shall be as follows:

Description of animals.	Rate for insurance per 100 miles or part of 100 miles.
Horses	One per cent. on the excess value over ₹ 500 as declared.
Low-priced horses, ponies, donkeys, mules, cattle, and camels	One per cent. on the excess value over ₹ 50 as declared.
Dogs, sheep, pigs and goats	One per cent. on the excess value over ₹ 10 as declared.

In no case shall the insurance charge be less than two rupees.

Method of calculating insurance charges.

60 [A]. The charges for insurance prescribed in Regulations 58 and 59 shall be calculated on the total distance, shall be subject to one minimum, and shall be divided in mileage proportion.

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APPENDIX K.

Model form of agreement for branch lines.

NOTE.—For modifications in preamble and clauses required under varying conditions compare the following agreements:

(*a*) *Conditions.—Line to be constructed and worked by State agency, or by the Main Line Company with a rebate guarantee: compare Ahmedabad-Parantij Railway, Mymensingh-Jamalpur Railway.*

(*b*) *Conditions.—Line to be constructed and worked by State agency, or by the Main Line Company with an absolute guarantee by the State: compare Brahmaputra-Sultanpur Railway.*

(*c*) *Conditions.—Line to be constructed by the Company and worked by State or other agency and without a guarantee: compare Segowlie-Raxaul Railway.*

(*d*) *Conditions.—Agreement to be entered into with a Company already registered and existing for other purposes: compare Mymensingh-Jamalpur Railway*

Draft Agreement and Indenture **Railway.**

THIS AGREEMENT made the day of between the Secretary of State for India in Council (hereinafter called "the Secretary of State"), of the one part, and (hereinafter called "the Promoters"), of the other part.

WHEREAS the Promoters contemplate the immediate formation and establishment of a Joint Stock Company, Limited, by shares and registered in India under the Indian Companies Act, 1882, and to be called the Railway Company, Limited, with a nominal capital of not less than the sum of lakhs of rupees divided into shares of ₹ each, and powers sufficient to enable it to provide for the execution, carrying out and fulfilment of or to execute, carry out, and fulfil, all the works, duties, and liabilities which under the Indenture set out in the schedule hereto attached (hereinafter referred to as "the scheduled contract") would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto and have requested the Secretary of State to enter into such undertaking as is on his part hereinafter contained which he has consented to do.

NOW THESE PRESENT WITNESS and it is hereby mutually agreed as follows; that is to say:

1. If prior to the day of a Joint Stock Company, Limited by shares shall be duly registered in India under the Indian Companies Act, 1882, with a nominal capital of not less than the sum of lakhs of rupees, divided into shares of ₹ each, and with powers sufficient to enable it to provide for the execution, carrying out, and fulfilment of, or to execute, carry out and fulfil all the works, duties and liabilities which under the scheduled contract would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto, including powers to make or cause to be made extensions of the railway and works in the schedule contract referred to and to raise additional capital for the purposes aforesaid, and if the whole of the said capital of lakhs of rupees of such Company or such portion thereof as may be considered satisfactory by the Secretary of State shall be subscribed on or before the day of for payment to such Company and if such Company shall prior to the day of duly and formally execute in duplicate an Indenture identically in the words and figures of the schedule contract with the addition of the date thereof, or with such modification of detail as may be agreed upon between such Company and the Secretary of State, and shall on or before the said day of deliver to the Secretary of State the said Indenture in duplicate duly executed as aforesaid, and if the Promoters shall have duly performed and observed the stipulations and provisions on their part to be performed and observed, the Secretary of State will at any time afterwards, upon the request in writing of the Promoters, execute the said Indenture which shall thereupon become binding upon both parties thereto, and will deliver one part of such Indenture to the said Company.

2. Subject to the law for the time being in force in British India, the Secretary of State will give his sanction to the payment out of capital during a period which shall extend to the close of the half-year next after that in which the said railway shall have been opened throughout for public traffic, of such sums as, with the *interim* net earnings of the said railway during the period aforesaid, shall be required to pay interest at the rate of per cent. per annum on the subscribed capital of the Company to be registered as aforesaid and a sum of Rs. per mensem towards the office expenses and expenses of management of the said Company. The Secretary of State will also recognise the payment out of capital by the said Company of a commission of per cent.

on the said capital of lakhs of rupees or on so much thereof as shall be subscribed as aforesaid, which commission shall cover all remuneration to the Promoters for their trouble and all expenses incurred by them (other than legal expenses and expenses of advertising, printing, registration and stamps) of or in connection with the floating of the said proposed Company.

3. A statement shall be inserted in every prospectus, notice, or advertisement of the proposed Company, inviting subscriptions for capital, that the Secretary of State accepts no responsibility for the estimates of the cost of the proposed undertaking or its probable profits after completion.

In witness whereof being a Secretary to the Government of India acting in the premises for and on behalf of the Secretary of State, and have hereunto set their hands the day and year first above written.

Signed by the above-named Secretary to the Government of India in the presence of }

Signed by the above-named }

in the presence of }

SCHEDULE.

THIS INDENTURE, made the day of 189 between the Secretary of State for India in Council of the one part, and the Railway Company, Limited, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this contract together with all the appurtenances thereof.

The expression "the working agency" means any States agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto respectively and for which no cash payment is made nor any sum allowed by way of rebate under clause 27 hereof.

The expression "net earnings" and "net receipts," have the meanings attributed to them respectively in clauses 26 and 27 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete and make ready and fit for opening for public traffic throughout on a route to be selected and determined by the Secretary of State, a railway from outside the fence of the ; Railway Station at to and if the proviso to this clause is acted upon, extending thence to and (if the State shall consent thereto) to all with such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinary, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same or as regards the permanence of the same, and the protec-

tion of the same from destruction or injury by inundation, tempest, or otherwise. Provided always that the Company may at any time give notice in writing to the Secretary of State of their desire that the said railway should be extended to

or

or to both those places, subject as regards to such consent as aforesaid, and after the receipt of such notice, and if the Company shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway. But the Secretary of State may at any time give notice in writing to the Company calling upon it to make its election for or against such extension, and if the Company shall not within 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works, necessary or proper for the purposes of the said railway (except for quarrying, ballast, brickfields, and kindred purposes) and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall, from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company from any Native State, through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway or any extension thereof; and the provisions of the preceding clause shall as far as possible extend to any land so granted.

NOTE.—Clause 5 may be omitted if not necessary, in which case clause 6 will become clause 5 and clause 7 should be divided into two clauses numbered 6 and 7 to obviate alteration in the general numbering of clauses.

6. The said railway shall be a single line of the gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Railway, except that the steel rails need not exceed lbs. to the yard, so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations and other works shall, so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of Engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India under clause 28 hereof, with the funds necessary for carrying out the works as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of per cent. on all stores purchased in India and commission of per cent. for all stores purchased in England for the said railway and works by the Secretary of State; which commission shall cover all charges in connection with the preparation of specification for, and the supply, inspection, and approval of, such stores and shall include commission, if any, on shipping and landing charges.

8. All the expenditure by the Secretary of State on account of the construction of the said railway or, in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall, from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings, and conveniences from time to time required for the purpose of effecting a junction between the said railway and the

Railway at

Station as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or Company working the same in respect of the use of the land, lines, platforms, buildings, and other conveniences at the said station in excess of the sum to be retained from the gross earning of the said railway under clause 26 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

15. The Secretary of State may from time to time construct at his own cost such electric telegraphs and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

16. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the constructions of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans and account shall from time to time be revised and completed up to date as occasion shall require.

17. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

18. The Secretary of State shall thenceforth until the determination of this contract work and maintain the said railway or such part thereof as shall for the time being have been so open, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

19. The Secretary of State shall have full power to enter into any contract or agreements with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with such additions, variations, or modifications (if any), subject always to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the said railway or any part thereof through State agency the provisions set forth in the said contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications, subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

20. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Railway, and the Company shall not interfere or be concerned with such business.

21. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Railway; provided that the rates, fares, and terminals, if any, shall be within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Railway

22. If the Company shall, with the approval of the Secretary of State provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts, or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

23. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 54 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, improvements, and additions.

24. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company, of any reasonable alteration, improvement or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than R 1,000. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 28 hereof the funds as required for any such works for which under this clause they a e liable to make provision, the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than R10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or

the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice for the execution of the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the capital of the Company.

25. The cost of works the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company shall be dealt with as follows :—

(*a*) All such works costing more than R1,000 shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than R1,000 each shall be charged to revenue and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway. Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

26. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain such a percentage as is in the 22nd clause of the Contract or agreement set forth in the schedule hereto provided to be paid over to the working agency therein referred to; or (if such Contract shall not be entered into or shall be determined before the expiration or determination of this Contract) such a percentage as may be provided in any other Contract or agreement which may be entered into under the 19th section of this Contract; or (if the said railway shall be worked and maintained through State agency) such a percentage as the Secretary of State shall consider just or reasonable, but such percentage not in any case to exceed for any half-year such a percentage of the gross earnings for that half-year as shall be equivalent to the percentage of the working expenses in relation to gross earnings of the Railway for the same half-year and not to exceed in any year 50 per cent. of the gross earnings of the said railway for the same year; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the Secretary of State to the Company, less any sum which may have been advanced by the Secretary of State in anticipation of the declaration of a dividend and on account thereof.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract, and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

Rebate.

27. The Secretary of State shall allow to the Company, in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of capital under clause 33 hereof, by way of rebate, such a sum not exceeding in any year the net earnings from traffic except stores, interchanged between the Railway, and the said railway, as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for the year at a rate of per cent. per annum on the actual expenditure charged in the capital account, and shall also allow the sum of R for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each year, together with such rebate as aforesaid for such year, and the said annual sum of R and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Capital Expenditure.

28. The Company shall within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggre-

gate sum of lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, deducting therefrom the amount payable to the promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 32, to be raised in shares or stock $\frac{\text{and}}{\text{or}}$ by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of lakhs of rupees, or such less sum as aforesaid, shall be at the rate of ℟ per share of ℟ and per cent. of the money raised by debentures and shall aggregate at least ℟ and shall constitute the first of the said instalments.

29. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway or the Company shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company under this Contract, not exceeding in the aggregate the amount paid to the Secretary of State under clause 28, shall be supplied to the said agency or the Company by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

30. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the same sum of lakhs of rupees, and further moneys shall be required for the like expenditure or for the extensions referred to in clause 3, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for the construction of the extensions to or, subject to such consent as aforesaid, to under clause 3, or of such additional works as may be required under the provisions of clause 24 of this Contract.

31. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

32. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout inclusive of the cost of and incidental to the formation and registration of the Company and may charge the same as capital expenditure of the said railway.

33. The Company (so far as authorised so to do by its constitution and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of ℟ per annum towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to Capital Account as part of the original cost of construction.

Restriction on raising of new capital.

34. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys, but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *bonâ fide* temporary purposes.

Accounts.

35. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also within a reasonable time furnish to the Company a return of the approximate gross earnings for each week.

36. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the account for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

37. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

38. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

(*a*) *To the Credit of the Company,* all sums paid by the Company to the Secretary of State under clause 28 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract.

(*b*) *To the Debit of the Company,* all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

39. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts in reference to the said railway attributable to capital (hereinafter referred to as "Capital Accounts"), in which shall from time to time be entered—

To the Debit of the Account—

(*a*) All such expenditure of the Secretary of State or of the agency to be appointed by him, as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.

(*b*) All such expenditure on the said account, including payment of interest on capital under clause 33, sums paid for office expenses and expenses of management of the Company and other sums properly chargeable to capital under the provisions to this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the Account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract, which sums have been entered in the account described in clause 38.

40. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency, all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

41. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant and fixed machinery, provided in pursuance of any requirement by the Secretary of State under the 24th clause of this Contract, and not being petty works within the meaning of the 25th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 23rd clause of this Contract and that the cost of repairs, restorations, renewals, and replacements and of petty works within the meaning of the 25th clause of this Contract, is to be met by the working agency.

Audit.

42. The Accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any persons or person who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit

(other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company and included in the capital account.

Miscellaneous.

43. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, or improvement of the said railway, or the maintenance or working thereof, under the Contract or agreement set forth in the schedule hereto, or any other Contract or agreement which may be entered into under the 19th section of these presents.

44. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

45. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

46. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

47. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

48. The registered office of the Company shall at all times during the continuance of this Contract be situate in

Determination of Contract and matters consequent thereon.

49. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):

1. If before the said railway is open for traffic throughout, the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as herein before agreed the Secretary of State, notwithstanding any grants of further time, or any negotiation between the Secretary of State and the Company may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).

2. The Secretary of State may, by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase"), determine this Contract (if then subsisting) either on the 31st day of December or* on the 31st day of December in the last year of any subsequent period of ten years.

*NOTE.—The period of 21 years laid down in the Branch Line Terms resolution of 1896 is to be usually reckoned from the 1st January of the year following that in which the branch railway is expected to be opened for traffic throughout.

And it is hereby agreed and declared that at the time at which this Contract shall terminate, as hereinbefore provided the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specifically provided, shall relinquish and give up to the Secretary of State possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purpose of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in any wise connected with, or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof, inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as be-

tween the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties thereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party of this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such terminnation shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

50. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sum; that is to say if the Contract shall be determined by notice of purchase on the 31st day of December * , or at the expiration of any subsequent period of 10 years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the three years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the capital account of the Company, or be less than such total capital expenditure.

* See note in para. 49.

51. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 49th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

52. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 50 or clause 51.

53. The clear balance of money payable by the Secretary of State to the Company under the 50th or the 51st clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

54. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

In witness whereof

being a Secretary to the Government of India, has hereunto set his hand and seal and the Railway Company, Limited, have hereunto caused their common seal to be affixed, the day and year first above written.

Signed, sealed, and delivered by the above-named Secretary to the Government of India in the presence of

The common seal of the

Railway Company, Limited, was hereunto affixed in the presence of

Alternative to latter portion of Clause 3.

Provided always that if at any time the Secretary of State may desire that the said railway should be extended to
or thereabouts on the
river, he may give notice in writing to the Company calling upon it to make its election for or against its constructing such extension and if the Company shall elect to construct the extension and shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway, but if the Company shall not wtihin 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

Alternative to latter part of Clause 7.

The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England or India by the Secretary of State.

Alternative, Clause 19.

19. Subject always to the provisions of these presents the Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency.

Alternative, Clause 26, to be substituted if payment of a guarantee of interest has to be provided for in place of a rebate guarantee.

26. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain per cent.; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery) and for working, managing and fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings for the said half-year, and shall be applicable as follows:

(1) In the fixed place in the repayment to the Secretary of State of so much of the interest which shall have been paid by the Secretary of State to the Company under clause 27 of this Contract as shall be attributable to the half-year.

(2) If the net earnings attributable to the two half-years in any year commencing on a 1st day of January and ending on a 31st day of December and applicable in the manner mentioned in the preceding sub-section of this section shall exceed the amount of payment chargeable thereon, the surplus arising from such excess shall be applied in the first place in the payment to the Secretary of State, of so much if any of the interest mentioned in the preceding sub-section, as shall be attributable to either of the same two half-years and shall not have been repaid to the Secretary of State under such sub-section and the residue if any of the same surplus shall belong as to one-half thereof to the Secretary of State and as to the remaining half thereof to the Company.

The term half-year shall in respect of this section mean the respective periods of six calendar months respectively, commencing on the 1st day of January and the 1st day of July and ending on the 30th day of June and the 31st day of December.

Alternative, Clause 27, to be substituted if payment of a guarantee of interest has to be provided for.

Payment of interest.

27. The Secretary of State will during the continuance of this contract out of the revenues of India pay to the Company half-yearly on the 1st day of July and the 1st day of January commencing from the first half-year after the close of the period during which interest shall be payable out of capital under clause 33 hereof interest at the rate of
per cent. per annum on the actual expenditure charged in the Capital Account, and shall also, until the minimum dividend of per cent. is received by the Company from the earnings of the branch line, allow the sum of ₹ for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may

be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. Such payments of interest as aforesaid for such year together with such further moneys as may be payable under sub-section 2 of clause 26 of this Contract, and the said annual sum of ₹ and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause or under clause 26 of this Contract to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

APPENDIX L.

Memorandum, dated the 21st March 1900, by the Honourable Sir Arthur Trevor, K.C.S.I., on the conclusions of the Conference of 1899 on Railway Extensions in India.

It has been customary since the establishment, under the Viceroyalty of Lord Elgin, of what is known as the Annual Railway Conference at Simla, for the Public Works Member of Council to append to the Financial statement for the year a memorandum designed to place the public in possession of the results of the Simla Conference so far as they appeared to be of public interest.

2. At the Conference held in August last, however, at which His Excellency Lord Curzon presided, it was determined to make certain changes, the object of which, stated shortly, was to remedy the somewhat formal and bureaucratic character which the deliberations of the Conference had assumed without sacrificing the assistance which a comprehensive annual survey of railway projects was calculated to afford in securing steady and fairly distributed progress in railway construction and avoidance of a policy of drift or caprice.

3. These changes were :—

I.—That for a construction programme limited to triennial periods and starting afresh at the end of each such period should be substituted a continuous programme, subject to annual revision, so as always to include the current and next two following years, and thus to be always two years ahead, the amount to be entered for the third year being arrived at in consultation with the Finance Department.

II.—That a travelling commission should be constituted as a tentative measure to conduct public enquiries at places where problems in which local interests are acutely involved may call for decision.

III.—That a catalogue of railway projects, with summaries of their histories and information collected in connection with them, and of the views of the Government of India as to the manner in which they should be dealt with, should be prepared, kept up to date and published annually for the information of persons interested.

4. With the two first of these changes we are not here immediately concerned. The effect given to the last, in the issue of a compilation, entitled "Histories of Railway Projects" brought up to the date of the last Conference and now in the hands of the public, has superseded the necessity for a statement of the nature which has hitherto been customary. This compilation furnishes information in regard to all projects which have not been either (1) finally rejected or (2) included in the railway programme for the years 1900-1901 to 1902-1903, and it is only in regard to the details of the railway programme, and the modifications it has undergone, that the general information given under the appropriate heads of the general financial statement still needs to be supplemented.

5. The programme in its latest shape is given in statement A appended to this memorandum, and shows the demands for which place has been found in the three years ending 1902-1903 on the basis of an estimated expenditure of R7,30,84,000 in 1900-1901 and of a minimum of 6½ crores in each of the next two years.

There are three projects noted on the margin which were included in the original programme, but which it has since been found necessary to strike out under pressure of the unprecedented demands on the Government balances arising from the famine, and consequent difficulties attending the provision of ways and means for anything more than the obligatory needs of open lines and works in progress.

Godhra-Baroda chord.
Dhulia-Amalner.
Gondia-Jubbulpore.

A fourth line, the Sakri-Jainagar branch of the Tirhoot State railway, has been omitted for the same reason. But proposals have been made for the financing of this line by the Bengal and North-Western Railway Board, which will, it is hoped, admit of its being constructed with no great delay independently of the programme.

If the financial position improves, it may be found possible to supplement the minimum allotments of 6½ crores on which the programme for 1901-1902 and 1902-1903 has been provisionally based, and to apply the additional funds thus provided either to the acceleration of progress on the lines under construction or to the restoration of some or all of the new projects which have been struck out to a place in the programme, and to their commencement during 1902-1903, if not earlier.

6. The usual summary of railway progress will be found this year in statement B, and in statement C is given a list of railways on which earthwork has been commenced for famine relief purposes.

7. The capital expenditure on railways falling within the categories now included in the programme for the ten years from 1891-92 to 1900-1901 is shown below :—

Lakhs of rupees.

	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Revised Estimate, 1899-1900.	Budget Estimate, 1900-1901.
Capital expenditure on open lines .	185	108	120	184	167	240	179	221	359	266
On construction of new lines . .	262	472	392	390	421	654	691	661	569	464
TOTAL .	447	580	512	574	588	894	870	882	928	730
Miles opened or to be opened during the year	456	390	346	346	575	657	186	1,059	468	673

8. The earnings of railways during the current official year have been exceptionally favourable, and it is anticipated that the total earnings will exceed the estimate framed at the beginning of the year by about R1,24,00,000. This improvement is the result of a large traffic in grain owing to the famine, of a substantial addition to the open mileage, of the movement of troops in connection with the war in South Africa, and of a brisk coal trade. Of the railways which contribute to the increase, the East Indian railway stands first with the large increase of R60,00,000, while the Rajputana-Malwa, Bengal-Nágpur, Oudh and Rohilkhand, Indian Midland and Bombay, Baroda and Central India railways shew increases of R40,00,000, R16,00,000, R12,00,000, R11,50,000 and R9,00,000, respectively, and certain other lines small increases which aggregate about R26,50,000. This improvement has been reduced to the extent of about R51,50,000, owing principally to a decline of R29,50,000 in the earnings of the Great Indian Peninsula railway, which is attributed to the failure of the cotton and grain crops, and of R13,00,000 on the North Western railway owing to a falling off in military traffic and a smaller export of grain to England. It is anticipated that the earnings this year are likely to exceed those of last year by nearly two crores of rupees.

9. There is one other point to which it may be useful to draw attention. The loss on the direct railway account, that is the amount by which the net earnings fall short of the interest charges which have to be met, including strategic railways and loss arising from the special exchange provisions of the older railway contracts, has been reduced from 2 crores 66 lakhs in 1896-97 to 1 crore 43 lakhs in 1897-98, 93 lakhs in 1898-99 and 74 lakhs according to the budget, and 1¼ lakhs according to the revised estimate for the year now closing. The improvement in the revised as compared with the budget figures for the year is, of course, due to some extent to causes which are abnormal, and it is probable that some of the ground which has apparently been gained may be lost in the coming year, the estimates for which show a deficit of nearly 73 lakhs. But the figures given show a diminishing tendency in the yearly deficit, which is at least encouraging.

STATEMENT A.

STATEMENT

OF

FORECAST OF CAPITAL EXPENDITURE ON RAILWAYS, 1900-1901 TO 1902-1903,

INCLUDING ALL OPEN LINES,

All lines under, or accepted for immediate construction, and branch lines under firm guarantee.

Branch lines under Rebate terms are excluded.

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-1899.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
	I.—FROM IMPERIAL FUNDS.	Miles.	₹	₹	₹	₹
	(i)—By State Agency.					
	Open Lines.					
1	Eastern Bengal	...	...	...	29,00	...
2	Oudh and Rohilkhand	...	...	...	12,40	...
3	North Western	...	...	...	24,60	...
4	East Coast (including Beawada-Madras)	...	...	...	9,12	...
	Stores, etc.	...	...	...	—14,06	...
	Total open lines	...	...	...	61,06	...
	Lines under Construction.					
5	Nowshera-Dargai	40	14,87	...	9,14	5,73
6	Allahabad-Fyzabad	100	1,50,00	...	...	1,50,00
7	Eastern Bengal—Rungpore-Dhubri	51	45,44	18	6,50	38,76
8	East Coast, Gódávari bridge	...	59,70	32,05	21,83	5,82
9	Mari-Attock	80	1,57,25	1,52,17	2,00	3,08
10	Kotri-Rohri, Indus bridge	...	30,68	27,16	2,52	1,00
11	Bhátinda-Ferozepore conversion to 5' 6" gauge	55	9,64	9,09	55	...
12	Rungpore-Dhubri, Teesta bridge	...	15,75	5,06	8,15	2,54
13	Cooch Behar-Santrabari, British section	20	6,86	3,85	2,00	1,01
14	Rajbari-Faridpur branch, Eastern Bengal railway.	14	13,60	7,91	—20	5,89
15	Shadipalli-Balotra, British section	75	31,51	9,97	10,04	11,50
16	Agra-Delhi chord	121	90,76	62	1,00	89,14
17	Ghaziabad-Moradabad	87	82,30	19,53	36,55	26,22
18	Lyallpur-Khánewal	105	34,48	21,97	8,51	4,00
	Total Lines under Construction	748	7,42,84	2,89,56	1,08,59	3,44,69
	Total I (i)—By State Agency	748	7,42,84	2,89,56	1,69,65	3,44,69

on Railways—1900-1901 to 1902-1903.

TING 000.)

PROPOSED DISTRIBUTION OF GRANTS DURING—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	REMARKS.
1900-1901.	1901-1902.	1902-1903.				
£	£	£	£	£		
33,56	40,00	30,00	1,03,56	...	1	
7,13	10,00	10,00	27,13	...	2	
28,15	20,00	20,00	68,15	...	3	
8,00	10,00	10,00	28,00	...	4	
—12,90	...	10,00	—2,90	...	...	
63,94	80,00	80,00	2,23,94	...	...	
5,73	...	...	5,73	...	5	
...	20,00	50,00	70,00	80,00	6	New project.
20,00	20,00	...	40,00	...	7	
6,00	...	...	6,00	...	8	
4,00	...	...	4,00	...	9	
1,00	...	...	1,00	...	10	
...	...	...	...	...	11	
4,00	...	...	4,00	...	12	
...	...	...	...	...	13	
...	...	...	...	...	14	
10,00	1,50	...	11,50	...	15	
...	30,00	50,00	80,00	9,14	16	New project.
22,75	5,00	...	27,75	...	17	
4,00	...	...	4,00	...	18	
77,48	76,50	1,00,00	2,53,98	89,14	...	
1,41,42	1,56,50	1,80,00	4,77,92	89,14	...	

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-1899.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
	I.—FROM IMPERIAL FUNDS—*contd.*	Miles.	₹	₹	₹	₹
	Brought forward	748	7,42,84	2,89,56	1,69,65	3,44,69
	(ii)—By the Agency of Main Line Companies.					
	Open Lines.					
19	East Indian	...	...	...	1,63,90	...
20	Rajputana-Malwa	...	...	...	17,45	...
21	Tirhoot	...	...	...	5,90	...
22	South Indian	...	...	...	3,25	...
23	Great Indian Peninsula	...	...	...	...	...
	Other minor railways	...	...	...	1,90	...
	Total Open Lines	...	...	...	1,91,50	...
	Lines under Construction.					
24	Tirhoot, Hajeepore-Begum Sarai-Katihar extension.	158	1,22,31	83,33	24,10	14,88
25	Assam-Bengal (i) Construction chargeable to Part II. (ii) Land chargeable to Part I.	736	11,16,17*	8,00,21*	98,20	2,17,76
	Assam-Bengal (iii) Chittagong jetties	...	6,90	4,64	2,16	10
26	East Indian, Moghal Sarai-Gya extension	126	1,55,26	1,23,23	18,00	14,03
27	Ditto Dehree-Daltonganj	28	72,18	1,21	14,00	56,97
28	Ditto Shikohabad-Farukhabad branch	66	45,20	...	...	45,20
29	South Indian, Negapatam-Nagore branch	5	2,39	64	1,75	...
30	Madura-Pamban	91	68,91	...	2,65	66,26
31	Tinnevelly-Quilon, British section	45	24,28	...	3,28	21,00
	Total Lines under Construction	1,305	16,13,60	10,13,26	1,64,14	4,36,20
	Total I (ii)—By Main Line Companies	1,305	16,13,60	10,13,26	3,55,64	4,36,20
	Grand Total I—From Imperial Funds	2,053	23,56,44	13,02,82	5,25,29	7,80,89

* Includes ₹3,65,60,000 from Company's Funds.

on Railways—1900-1901 to 1902-1903—contd.

TING 000.)

PROPOSED DISTRIBUTION OF GRANTS DURING—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	REMARKS.
1900-1901.	1901-1902.	1902-1903.				
£	£	£	£	£		
1,41,42	1,56,50	1,80,00	4,77,92	89,14	...	
1,00,20	1,00,00	1,00,00	3,00,20	...	19	
12,00	10,00	10,00	32,00	...	20	
18,00	10,00	10,00	38,00	...	21	
5,00	5,00	5,00	15,00	...	22	
9,04	...	...	9,04	...	23	
1,00	5,00	5,00	11,00	...	...	
1,45,24	1,30,00	1,30,00	4,05,24	...	...	
15,38	...	...	15,38	...	24	
**1,26,00	50,00	50,00	2,26,00	...	25 (i) & (ii)	
10	...	...	10	...	25 (iii)	
28,00	30,00	13,00	71,00	...	26 / 27	
...	...	22,00	22,00	23,20	28	
...	...	...	...	...	29	
...	20,00	10,00	30,00	36,26	30	
8,00	13,00	...	21,00	...	31	
1,77,48	1,13,00	95,00	3,85,48	59,46	...	
3,22,72	2,43,00	2,25,00	7,90,72	59,46	...	
4,64,14	3,99,50	4,05,00	12,68,64	1,48,60	...	

* Includes a sum of R84,00,000 to be raised by the issue by the Company of debentures.

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Probable outlay to the end of 1898-99.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
		Miles.	₹	₹	₹	₹
	II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.					
	Open Lines.					
32	Great Indian Peninsula	...	...	...	—4,21	...
33	Madras	...	...	...	7,75	...
34	Bombay, Baroda and Central India	...	...	...	51,81	...
	Total Open Lines	...	...	...	55,35	...
	Lines under Construction.					
35	Amalner-Jalgaon branch, G. I. P. R.	71	78,24	21,56	33,00	23,68
36	Chalisgaon-Dhulia branch, G. I. P. R.					
37	Calicut-Cannanore branch, Madras railway	64	76,73	5,84	12,51	58,38
	Total Lines under Construction	135	1,54,97	27,40	45,51	82,06
	Grand Total II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	135	1,54,97	27,40	1,00,86	82,06
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.					
	Open Lines.					
38	Bengal Central	...	...	...	4,00	...
39	Bengal-Nagpur	...	...	...	5,90	...
40	Burma	...	...	...	12,82	...
41	Indian Midland and G. I. P.	...	...	...	22,88	...
42	Lucknow-Bareilly	...	...	...	69	...
43	Southern Mahratta (including Mysore)	...	...	...	4,75	...
	Total Open Lines	...	...	...	51,04	...
	Carried over	...	...	...	51,04	...

on Railways—1900-1901 to 1902-1903—contd.

TING 000.)

PROPOSED DISTRIBUTION OF GRANTS DURING—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	REMARKS.
1900-1901.	1901-1902.	1902-1903.				
R	R	R	R	R		
5,28	...	...	5,28	...	32	
6,00	30,00	30,00	66,00	...	33	
10,00	20,00	20,00	50,00	...	34	
21,28	50,00	50,00	1,21,28	...		
3,68	8,00	12,00	23,68	...	35 36	
25,00	25,00	10,00	60,00	...	37	
28,68	33,00	22,00	83,68	...		
49,96	83,00	72,00	2,04,96	...		
2,50	2,00	2,00	6,50	...	38	
10,00	4,00	8,00	22,00	...	39	
7,00	3,00	5,00	15,00	...	40	
7,00	20,00	20,00	47,00	...	41	
3,74	3,00	3,00	9,74	...	42	
6,00	8,00	8,00	22,00	...	43	
36,24	40,00	46,00	1,22,24	...		
36,24	40,00	46,00	1,22,24	...		

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-99.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
		Miles.	₹	₹	₹	₹
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 Old Guaranteed Railway Companies—*contd.*					
	Bronght forward	...	...	...	51,04	...
	Lines under Construction.					
44	Bengal-Nágpur — Sini-Midnapore-Cuttack-Calcutta.	361	8,14,22	5,33,69	1,71,10	1,20,84
45	Bengal-Nágpur — Raipur-Dhamtari	56	15,41			
46	Bengal-Nágpur — Midnapore-Jhetria extension	114	1,07,81	...	...	1,07,81
47	Burma — Mandalay-Kunlon; Meiktila-Myingyan; Sagaing-Monywa-Alon; Thonze-Henzada-Bassein extension	477	4,79,90	1,39,56	65,18	2,75,16
	Total Lines under Construction	1,008	14,13,34	6,73,25	2,36,28	5,03,81
	Grand Total III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	1,008	14,13,34	6,73,25	2,87,32	5,03,81
	IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a Firm Government Guarantee.					
	Lines under Construction.					
48	Hardwar-Dehra	32	26,05	18,75	680	50
49	Brahmaputra-Sultanpur	60	26,44	14,44	800	400
	Grand Total IV.—Against the Capital Accounts of Branch Line Companies.	92	52,49	33,19	14,80	450

on Railways—1900-1901 to 1902 to 1903—continued.

TING 000.)

Proposed Distribution of grants during—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
1900-1901.	1901-1902.	1902-1903.				
R	R	R	R	R		
36,24	40,00	46,00	1,22,24	...		
95,00	30,00	...	1,25,00	...	44	
					45	
...	30,00	63,00	93,00	14,81	46	New project.
81,00	67,50	70,00	2,18,50	56,66	47	
1,76,00	1,27,50	1,33,00	4,36,50	71,47		
2,12,24	1,67,50	1,79,00	5,58,74	71,47	...	
50	...	...	50	...	48	
4,00	...	...	4,00	...	49	
4,50	...	...	4,50	...	...	

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.		Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-99	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
			Miles.	₹	₹	₹	₹
	ABSTRACT.						
I. From Imperial Funds.	(i) By State agency.	(a) Open Lines	...	...	...	61,06	...
		(b) Construction	748	7,42,84	2,89,56	1,08,59	3,44,69
		Total	748	7,42,84	2,89,56	1,69,65	3,44,69
	(ii) By the agency of Main Line Companies.	(a) Open Lines	...	...	...	1,91,50	...
		(b) Construction	1,305	16,13,60	10,13,26	1,64,14	4,36,20
		Total	1,305	16,13,60	10,13,26	3,55,64	4,36,20
	Total I		2,053	23,56,44	13,02,82	5,25,29	7,80,89
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.		(a) Open Lines	...	...	...	55,35	...
		(b) Construction	1,35	1,54,97	27,40	45,51	82,06
	Total II		1,35	1,54,97	27,40	1,00,86	82,06
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.		(a) Open Lines	...	...	...	51,04	...
		(b) Construction	1,008	14,13,34	6,73,25	2,36,28	5,03,81
	Total III		1,008	14,13,34	6,73,25	2,87,32	5,03,81
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.		(a) Open Lines	...	...	...	...	...
		(b) Construction	92	52,49	33,19	14,80	4,50
	Total IV		92	52,49	33,19	14,80	4,50
Total, I to IV		(a) Open Lines	...	...	...	3,58,95	...
		(b) Construction	3,288	39,77,24	20,36,66	5,69,32	13,71,26
	GRAND TOTAL		3,288	39,77,24	20,36,66	9,28,27	13,71,26
			...	...	...	...	...

on Railways—1900-1901 to 1902-1903—concld.

TING 000.)

Proposed distribution of grants during—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
1900-1901.	1901-1902.	1902-1903.				
£	£	£	£	£		
63,94	80,00	80,00	2,23,94	...	...	
77,48	76,50	1,00,00	2,53,98	89,14	...	
1,41,42	1,56,50	1,80,00	4,77,92	89,14	...	
1,45,24	1,30,00	1,30,00	4,05,24	...	...	
1,77,48	1,13,00	95,00	3,85,48	59,46	...	
3,22,72	2,43,00	2,25,00	7,90,72	59,46	...	
4,64,14	3,99,50	4,05,00	12,68,64	1,48,60	...	
21,28	50,00	50,00	1,21,28	...	...	
28,68	33,00	22,00	83,68	...	...	
49,96	83,00	72,00	2,04,96	...	...	
36,24	40,00	46,00	1,22,24	...	...	
1,76,00	1,27,50	1,33,00	4,36,50	71,47	...	
2,12,24	1,67,50	1,79,00	5,58,74	71,47	...	
...	...	...	...	...	...	
4,50	...	...	4,50	...	...	
4,50	...	...	4,50	...	...	
2,66,70	3,00,00	3,06,00	8,72,70	...	...	
4,64,14	3,50,00	3,50,00	11,64,14	2,20,07	...	
7,30,84	6,50,00	6,56,00	20,36,84	2,20,07	...	
...	...	...	...	...	...	

STATEMENT B.

Memorandum on the construction of railways.

1. At the commencement of 1899-1900, *i.e.*, on the 1st April 1899, the total length of railways open for traffic was 22,499·05 miles, made up as follows:—

		Miles.	Miles.
	Standard gauge—		
(i)	State lines worked by companies		4,190·83
(ii)	State lines worked by the State		4,893·54
(iii)	Guaranteed companies		2,588·13
(iv)	Assisted companies		643·55
(v)	Lines owned by native states and worked by companies		630·33
(vi)	Lines owned by native states and worked by State railway agency		123·86
			13,070·24
	Metre gauge—		
(vii)	State lines worked by companies		6,887·30
(viii)	State lines worked by the State		643·99
(ix)	Assisted companies		285·86
(x)	Lines owned by native states and worked by companies		188·30
(xi)	Lines owned and worked by native states		922·04
(xii)	Foreign lines		73·25
			9,000·74
	Special gauges—		
(xiii)	State lines worked by the State		36·50
(xiv)	Assisted companies		172·21
(xv)	Lines owned by native states and worked by companies		102·78
(xvi)	Lines owned by native states and worked by State railway agency		22·22
(xvii)	Lines owned and worked by native states		94·36
			428·07
	TOTAL		22,499·05

		Miles.	Miles.
(i)	East Indian	1,712·25	4,190·83
	Bengal Central (*a*)	125·01	
	Bengal-Nágpur	1,194·11	
	Indian Midland	295·56	
	Bhopal-Itársi (*British section*)	(*b*) 13·11	
	Godhra-Rutlam-Nágdá	(*c*) 141·14	
	Wardha Coal	(*d*) 44·88	
	Dhond-Manmád	(*d*) 145·44	
	Bezwada extension (East Coast State)	(*e*) 20·53	
	Madras-Ennúr section (Bezwada-Madras)	(*f*) 8·45	
(ii)	North Western	(*g*) 2,817·64	4,893·54
	Hyderabad-Shadipalli	(*h*) 58·91	
	Oudh and Rohilkhand	950·76	
	Eastern Bengal	262·98	
	Calcutta Port Commissioners'	8·53	
	East Coast, including Bezwada-Madras	(*i*) 794·72	
(iii)	Great Indian Peninsula	1,288·90	2,588·13
	Bombay, Baroda and Central India	466·90	
	Madras	832·23	
(iv)	Delhi-Umballa-Kalka	(*j*) 162·23	643·55
	Tarkessur	(*j*) 22·23	
	Southern Punjab (*Delhi-Samásata*)	(*k*) 423·18	
	Tápti Valley	(*c*) 35·91	
(v)	Khámgaon	(*d*) 7·55	630·33
	Amráoti	(*d*) 5·44	
	Bina-Goona	(*b*) 71·74	
	Bhopal-Ujjain	(*b*) 113·52	
	Bhopal-Itársi (*Native state section*)	(*b*) 44·26	
	The Nizam's Guaranteed State	(*k*) 330·13	
	Nágdá-Ujjain	(*c*) 34·32	
	The Gaekwar's Petlád	(*c*) 13·95	
	Kolar Gold-fields	(*f*) 16·00	
(vi)	Rajputá-Bhatinda	(*l*) 107·94	123·86
	Jammu and Kashmir (*Native state section*)	(*l*) 15·92	

(vii)	Bengal and North-Western—		6,887·30
	Tirhoot section	341·29	
	Company's section (*b*)	743·18	
	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	
	Rajputana-Malwa	(*c*) 1,673·93	
	Pálanpur-Deesa	(*c*) 17·28	
	Southern Mahratta	1,042·04	
	Guntakal-Mysore frontier	(*m*) 119·50	
	Mysore section (Southern Mahratta)	296·00	
	South Indian	1,017·88	
	Máyavaram-Mutupet	(*n*) 53·99	
	Assam-Bengal	414·35	
	Burma	936·09	
(viii)	Eastern Bengal—		643·99
	Northern and Behar sections (*including the Kaunia-Dhaulia, 2′ 6″ gauge, branch*)	479·47	
	Dacca section	85·92	
	Cawnpore-Barhwal (*Metre gauge link*)	(*o*) 78·60	
(ix)	Deoghar	4·79	285·86
	Rohilkund and Kumaon (*Company's section*)	53·92	
	Bengal Dooars	36·40	
	Dibru-Sadiya	77·50	
	Ledo and Tikak-Margherita Colliery	(*p*) 7·50	
	Ahmedabad-Parántij	(*c*) 54·59	
	Mymensingh-Jamalpur-Jagannathganj	(*q*) 33·07	
	Segowlie-Raxaul	(*n*) 18·09	
(x)	The Gaekwar's Mehsana	(*c*) 92·63	188·30
	Kolhápur	(*m*) 29·07	
	Yesvantpur-Mysore frontier	(*m*) 51·35	
	Mysore-Nanjangúd	(*m*) 15·25	
(xi)	Jodhpur-Bikaner	406·00	922·04
	Udaipur-Chitor	60·56	
	Bhávnagar-Gondal-Junágad-Porbandar	(*p*) 333·94	
	Jetalsar-Rájkot	(*q*) 46·23	
	Jámnagar	(*q*) & (*r*) 54·28	
	Dhrángadrá	(*q*) 29·83	
(xii)	West of India Portuguese	51·00	73·25
	Pondicherry	(*n*) 7·80	
	Káraikkal-Peralam	(*n*) 14·45	

(xiii)	Cherra-Companyganj (2′ 6″)	8·00	36·50
	Jorhát (2′ 0″)	28·50	
(xiv)	Darjeeling-Himalayan (2′ 0″)	51·00	172·21
	Bársi Light (2′ 6″)	21·75	
	Tárakeshwar-Magrá (2′ 6″)	31·12	
	Tezpur-Balipara (2′ 0″)	20·10	
	Howra-Amta (2′ 0″)	25·62	
	Howrah-Sheakhalla (2′ 0″)	19·62	
(xv)	The Gaekwar's Dabhoi (2′ 6″)	(*o*) 78·80	102·78
	Rajpipla (2′ 6″)	(*o*) 23·98	
(xvi)	Cooch Behar (2′ 6″)	(*s*) 22·22	22·22
(xvii)	Morvi (2′ 6″)	94·36	94·36

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral portion of the East Coast State Railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including 6·12 miles of military line not used for public traffic, the Mushkaf-Bolán railway and the Kotri-Rohri chord line.
(*h*) Worked by the North-Western State Railway.
(*i*) Excluding the Bezwada extension, *vide* foot-note (*e*), but including 2·66 miles mixed-gauge and 0·33 mile metre-gauge.
(*j*) Worked by the East Indian Railway Company.
(*k*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the South Indian Railway Company.
(*o*) Worked by the Assam Railways and Trading Company.
(*p*) Including 4·60 miles of Bhávnagar Dock estates and Junágad quarry lines.
(*q*) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.
(*r*) Including 3·99 miles of Bedi-Bandar Dock estate sidings.
(*s*) Worked by the Eastern Bengal State Railway.
(*t*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj Aishbagh, but including the length, Bara Banki to Burhwal, 16·70 miles, and the length over Cawnpore bridge 0·59 miles laid on a mixed gauge.
(*u*) Worked by the Bengal and North-Western Railway Company.

2. And the mileage under construction or sanctioned for construction on the same date was 3,568·22 miles(*d*), as follows:—

		Miles.	Miles.
Standard gauge—			
(i)	State lines worked by companies	435·31	
(ii)	State lines worked by the State	294·80	
(iii)	Guaranteed companies	133·18	
(iv)	Assisted companies	232·01	
(v)	Lines owned by native states and worked by companies	73·63	
(vi)	Lines owned by native states and worked by State railway agency	80·32	
			1,249·25
Metre gauge—			
(vii)	State lines worked by companies	369·66	
(viii)	State lines worked by the State	73·93	
(ix)	Assisted companies	219·99	
(x)	Lines owned by native states and worked by companies	560·65	
(xi)	Lines owned and worked by native states	222·94	
			1,946·57
Special gauges—			
(xii)	State lines worked by companies	56·68	
(xiii)	State lines worked by the State	20·08	
(xiv)	Assisted companies	121·20	
(xv)	Lines owned by native states and worked by companies	162·44	
(xvi)	Lines owned by native states and worked by State railway agency	12·00	
			372·40
TOTAL			(*d*)3,568·22

There was thus a grand total of railways completed and in hand, on the 1st April 1899, of miles 26,067·27

			Miles.	Miles.	Miles.
(i)	East Indian—				
		Moghal Sarai to Gya		125·48	
		Shikohabad to Farukhabad		(*a*) 65·82	
		Bárun to Daltonganj, including colliery branch		78·32	
	Bengal-Nágpur—				435·31
		Kolaghat to Howrah		36·53	
		Khargpur to Midnapore		8·00	
	Agra-Delhi chord—				
		Agra to Delhi		(*a*) 121·16	
(ii)	North Western—				
		Campbellpore Cantonment to Basal (New Pind-Sultáni)	(*b*) 80·00		
		Jand to Daudkhel		150·30	
		Lyallpur to Khanewal	105·00		
		Kotri to Hyderabad (Sind)	5·30		
	Oudh and Rohilkhand—				
		Ghaziabad to Moradabad		87·05	94·80
	Eastern Bengal—				
		Panchooria to the Ganges	5·50	12·90	
		Shivarampur to Faridpur	7·40		
	East Coast—				
		Godávari bridge at Rajahmundry and approaches		4·55	
(iii)	Great Indian Peninsula—				
		Amalner to Jalgaon		34·28	
		Chaliegaon to Dhulia		34·84	
	Madras—				133·18
		Calicut to Baliapatam		59·71	
		Walajah Road to Ranipet		4·35	
	Southern Punjab (*Delhi-Samdsata*)—				
		Delhi Brewery to Delhi		0·79	
	Tápti Valley—				
(iv)		Vyara to Amalner		120·34	
	South Behar (*Luckeeserai-Gya*)—				232·01
		Luckeeserai to Gya		78·83	
	Hardwar-Dehra—				
		Hardwar to Dehra		32·05	
(v)	Bina-Goona—				
		Goona to Bárán			73·63
(vi)	Ludhiána-Dhuri-Jakhal—				
		Ludhiána *vid* Dhuri to Jakhal			80·32

			Miles.	Miles.	Miles.
(vii)	Bengal and North-Western—				
	Tirhoot section—				
		Hajeepore to Bachhwara	44·25	161·00	
		Barauni to Katihár	116·75		
	Company's section—				
		From a point near Tulsipur to Tulsipur		1·00	
	Ganges-Gogra Doab lines—				
		Azamgarh to Shahganj		(*a*) 34·84	
	South Indian—				
		Negapatam to Nagore		4·49	369·06
	Assam-Bengal—				
		Badarpur to Lumding	119·14		
		Lumding to Lakwar	155·79	321·31	
		Lakwar to Makum	52·38		
	Burma—				
		Sedaw to the right bank of the Salween river	217·72		
		Meiktila to Myingyan	57·70	346·42	
		Sagaing *vid* Monywa to Alon	71·00		
(viii)	Eastern Bengal—				
		Teesta bridge at Kaunia and approaches		4·87	
	Hyderabad (Sind)-Jodhpur frontier—				73·93
		Hyderabad to Jodhpur frontier		(*c*) 69·06	
	Brahmaputra-Sultanpur—				
		Santahar to Kaliganj		59·70	
	Mymensingh-Jamálpur-Jagannathganj—				
		Singhjani to Jagannathganj		21·93	
	Bengal Dooars—				219·99
(ix)		Madbazar to Hantupara	45·66		
		Dam Dim to Bagrakote	6·76	121·55	
		Domohani to Lalmonir Hat	69·13		
	Nilgiri—				
		Méttupálaiyam to Coonoor		16·81	
	Mysore-Nanjangúd—				
		Nanjangúd station to a point nearer Nanjangúd town		0·05	
	Birur-Shimoga—				
		Birur to Shimoga		37·97	
(x)	Hyderabad-Godávari Valley—				
		Secunderabad to Manmád		384·28	560·65
	Shoranur-Cochin—				
		Shoranur to Cochin		65·60	
	Jaipur—				
		Sanganer to Siwai-Madhopur		72·85	
	Jodhpur-Bikaner—				
	Jodhpur section—				
		Ratotra to the Jodhpur frontier	135·00		
	Bikaner section—				
(xi)		Dulmera to Lankaransar	9·00	216·50	
		Lankaransar to Suratgarh	63·00		222·94
		Gigasar to Palana	9·50		
	Udaipur-Chitor—				
		Debari to Udaipur		6·44	

			Miles.	Miles.	Miles.
(xii)	Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—				
		Raipur to Dhamtari		45·00	
		Abhanpur to Rajim		11·68	56·68
(xiii)	Eastern Bengal—.				
	Cooch Behar-Santrabari extension (*British section*) (2′ 6″)—				
		Alipur-Duar to Jhalduti			20·08
(xiv)	Bársi Light (2′ 6″)—				
		Bársi Road to Pandharpur		(*a*) 33·00	
	Kalka-Simla (2′ 0″)—				121·20
		Kalka to Simla		68·00	
	Ranaghat-Krishnagar (2′ 6″)			20·20	
(xv)	Rajpipla (2′ 6″)—				
		Umalla to Nandod		13·34	
	Rewah (2′ 6″)—				
		Rewah to Sutna		(*a*) 31·81	162·44
	Gwalior Light (2′ 0″)—				
		Gwalior to Sipri		72·96	
		Gwalior to Bhind		(*c*) 44·33	
(xvi)	Cooch Behar (2′ 6″)—				
		Cooch Behar town extension		0·50	
		Cooch Behar to Alipur Duar		11·50	12·00

(*a*) Commencement of work not yet authorized.
(*b*) The length between Basal (New Pind-Sultáni) and Jand, 16 miles, is a part of the open mileage of the Khusálgarh branch.
(*c*) The mileage given is exclusive of 55·03 miles of the existing Hyderabad-Shadipalli, standard gauge, railway to be converted to the metre gauge.
(*d*) Excluding the Bhátinda-Ferozepore conversion (54·59 miles).
(*e*) Excluding 8·60 miles of His Highness the Maharajah Scindia's private line.

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Sitarampore to Domohani	8·32	11·56	
	Pandra branch of the Jherriah extension	3·24		
	Bengal Central—			
	Dum Dum Cantonment to Pattipooker		2·68	128·63
	Bengal-Nagpur—			
	Midnapore to Bujudih		114·39	
(ii)	North-Western—			
	Peshawar to Jamrud			10·00
(iii)	Petlad-Cambay			20·78
(v)	Bengal and North-Western—			
	Tirhoot section—			
	Sakri to Jainagar		30·47	
	South Indian—			
	Madura to Toni Torai	94·00		
	Mutunandal to Sivaganga	9·00	206·00	355·47
	Tinnevelly to Quilon	103·00		
	Burma—			
	Bassein *vid* Henzada to Tharrawaddy		119·00	
(v)	Eastern Bengal—			
	Moghalhat to Dhubri			(*a*) 38·83
(vi)	Vijapur-Kalol			29·60
(vii)	Jodhpur-Bikaner—			
	Bikaner Section—			
	Suratgarh to Bhatinda			88·00
(viii)	North-Western—			
	Nowshera-Dargai (2′ 6″)			39·60
(ix)	East Indian—			
	Moghal Sarai to Gya		125·48	131·23
	Bengal-Nagpur—			
	Kharagpur to Cossye		5·75	
(x)	North-Western—			
	Campbellpore Cantonment to Basal			
	Jand to Daudkhel	(*b*)75·55	124·55	131·95
	Lyallpore to Toba Tek Singh	49·00		
	Eastern Bengal—			
	Sivarampur to Faridpur		7·40	
(xi)	Great Indian Peninsula—			
	Amalner to Jalgaon		(*b*) 34·04	38·39
	Madras—			
	Walajah Road to Ranipet		4·35	
(xii)	Tapti Valley—			
	Vyara to Amalner		120·34	231·22
	South Behar (Luckeeserai-Gya)—			
	Luckeeserai to Gya		78·88	
	Hardwar-Dehra		32·05	
(xiii)	Bina-Goona-Bárán—			
	Goona to Bárán			73·63
(xiv)	Bengal and North-Western—			
	Tirhoot section—			
	Baroni to Bihpur Thana		66·00	
	South Indian—			
	Negapatam to Nagore		4·49	146·19
	Assam Bengal—			
	Badarpur to Damchara		18·00	
	Burma—			
	Meiktila to Myingan		57·70	
(xv)	Brahmaputra-Sultanpur—			
	Santahar to Bogra		24·50	
	Mymensingh-Jamalpur-Jagannathganj—			
	Singhjani to Jagannathganj		21·93	63·24
	Nilgiri—			
	Mettupalaiyam to Coonoor		16·91	
(xvi)	*Mysore-Nanjangud*—			
	Nanjangud station to a point nearer the town of Nanjangud		0·55	
	Birur-Shimoga		37·97	192·52
	Hyderabad-Godavari Valley—			
	Manmad to Sailu		154·00	
(xvii)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Balotra to Barmer	60·00	69·50	
	Bikaner section—			75·94
	Girasar to Palana	9·50		
	Udaipur-Chitor—			
	Debari to Udaipur		6·44	
(xviii)	Eastern Bengal—			
	Cooch Behar-Santrabari extension (British section) (2′ 6″)—			
	Alipur Duar to Jhainti			20·08
(xix)	Ranaghat-Krishnagar (2′ 0″)—			
	Aichtolaghat to Krishnagar			20·20
(xx)	Rajpipla (2′ 6″)—			
	Umalla to Nandod		13·34	
	Gwalior Light (2′ 0″)—			138·63
	Gwalior to Sipri	72·96	125·29	
	Gwalior to Bhind	(*c*) 52·33		
(xxi)	Cooch Behar (2′ 0″)—			
	Cooch Behar to Alipur Duar		11·50	12·00
	Cooch Behar town extension		0·50	

3. During 1899-1900, *i.e.*, from 1st April 1899 to 31st March 1900, 710·91 miles of new railway have been authorized as follows:—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	128·63	
(ii) State lines worked by the State	10·00	
(iii) Lines owned by native states and worked by companies	20·78	
		159·41
Metre gauge—		
(iv) State lines worked by companies	355·47	
(v) State lines worked by the State	38·83	
(vi) Lines owned by native states and worked by companies	29·60	
(vii) Lines owned and worked by native states	88·00	
		511·90
Special gauges—		
(viii) State lines worked by the State	39·60	
		39·60
TOTAL		710·91

And 1,275·22 miles have been or are likely to be opened to public traffic as follows:—

	Miles.	Miles.
Standard gauge—		
(ix) State lines worked by companies	131·23	
(x) State lines worked by the State	131·95	
(xi) Guaranteed companies	38·39	
(xii) Assisted companies	231·22	
(xiii) Lines owned by native states and worked by companies	73·63	
		606·42
Metre gauge—		
(xiv) State lines worked by companies	146·19	
(xv) Assisted companies	63·24	
(xvi) Lines owned by native states and worked by companies	192·52	
(xvii) Lines owned and worked by native states	75·94	
		477·89
Special gauges—		
(xviii) State lines worked by the State	20·08	
(xix) Assisted companies	20·20	
(xx) Lines owned by native states and worked by companies	138·63	
(xxi) Lines owned by native states and worked by State railway agency	12·00	
		190·91
TOTAL		(*d*) 1,275·22

(*a*) Excluding Rannia-Moghalhat (2′ 6″) section, 12·23 miles, which is to be converted to the metre gauge.
(*b*) Correction of mileage.
(*c*) The mileage given is inclusive of 8·00 miles of His Highness the Maharaja Scindia's private line, opened for public traffic.
(*d*) Excluding the Bhatinda-Ferozepore conversion (54·5 miles), which was opened for traffic in June 1899.

4. The total length of open line at the commencement of 1900-1901, *i.e.*, on the 1st April 1900, will, therefore, be 23,780·20 miles, comprising :—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	4,312·58	
(ii) State lines worked by the State	5,032·03	
(iii) Guaranteed companies	2,626·52	
(iv) Assisted companies	874·77	
(v) Lines owned by native states and worked by companies	703·96	
(vi) Lines owned by native states and worked by State railway agency	123·86	
		13,672·72
Metre gauge—		
(vii) State lines worked by companies	7,043·36	
(viii) State lines worked by the State	643·99	
(ix) Assisted companies	349·10	
(x) Lines owned by native states and worked by companies	380·82	
(xi) Lines owned and worked by native states	997·98	
(xii) Foreign lines	73·25	
		9,488·50
Special gauges—		
(xiii) State lines worked by the State	56·58	
(xiv) Assisted companies	192·41	
(xv) Lines owned by native states and worked by companies	241·41	
(xvi) Lines owned by native states and worked by State railway agency	34·22	
(xvii) Lines owned and worked by native states	94·36	
		618·98
TOTAL		†23,780·20

		Miles.	Miles.
(i)	East Indian	1,836·01*	4,312·58
	Bengal Central (*a*)	125·01	
	Bengal-Nágpur	1,190·16	
	Indian Midland	796·25*	
	Bhopal-Itársi (*British section*)	(*b*) 13·11	
	Godhra-Rutlam-Nágdá	(*c*) 141·14	
	Wardha Coal	(*d*) 44·88	
	Dhond-Manmád	(*d*) 145·44	
	Bezwada extension (East Coast State)	(*e*) 20·58	
(ii)	North-Western	(*g*) 2,942·19	5,032·03
	Hyderabad-Shadipalli	(*h*) 58·91	
	Oudh and Rohilkhand	950·76	
	Eastern Bengal	270·38	
	Calcutta Port Commissioners'	8·53	
	East Coast, including Bezwada-Madras	(*i*) 800·26*	
(iii)	Great Indian Peninsula	1,322·04	2,626·52
	Bombay, Baroda and Central India	460·90	
	Madras	843·58	
(iv)	Delhi-Umballa-Kalka	(*j*) 162·23	874·77
	Tarkessur	(*j*) 22·22	
	Southern Punjab (*Delhi-Samásata*)	(*k*) 423·18	
	Tápti Valley	(*c*) 156·25	
	South Behar (*Luckeeserai-Gya*)	(*j*) 78·63	
	Hardwar-Dehra	(*w*) 32·06	
(v)	Khámgaon	(*d*) 7·55	703·96
	Amráoti	(*d*) 5·44	
	Bina-Goona-Bárán	(*b*) 145·37	
	Bhopal-Ujjain	(*b*) 113·53	
	Bhopal-Itársi (*Native State section*)	(*b*) 44·28	
	The Nizam's Guaranteed State	(*k*) 330·13	
	Nágdá-Ujjain	(*c*) 34·32	
	The Gaekwar's Petlád	(*c*) 13·35	
	Kolar Gold-fields	(*f*) 10·00	
(vi)	Rájpura-Bhátinda	(*h*) 107·94	123·86
	Jammu and Kashmir (*Native State section*)	(*h*) 15·92	
(vii)	Bengal and North-Western—		7,043·36
	Tirhoot section	407·80	
	Company's section (*l*)	743·18	
	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	
	Rajputana-Malwa	(*c & v*) 1,673·93	
	Pálanpur-Deesa	(*c*) 17·28	
	Southern Mahratta	1,042·04	
	Guntakal-Mysore frontier	(*m*) 119·50	
	Mysore section (Southern Mahratta)	296·00	
	South Indian	1,030·58*	
	Máyavaram-Mútupet	(*n*) 53·99	
	Assam-Bengal	434·16*	
	Burma	993·78	
(viii)	Eastern Bengal—		643·99
	Northern and Behar sections (*including the Kaunia-Dhaxilla, 2′ 6″ gauge, branch*)	478·47	
	Dacca section	85·92	
	Cawnpore-Burhwal (*Metre-gauge link*)	(*s*) 79·60	
(ix)	Deoghur	4·79	349·10
	Rohilkund and Kumaon (*Company's section*)	53·92	
	Bengal Doors	36·40	
	Dibru-Sadiya	77·50	
	Ledo and Tikak-Margherita Colliery	(*o*) 7·50	
	Ahmedabad-Parántij	(*c*) 54·59	
	Brahmaputra-Sultanpur	(*s*) 24·50	
	Mymensingh-Jamalpur-Jagannathganj	(*s*) 55·00	
	Segowlie-Raxaul	(*u*) 13·09	
	Nilgiri	(*f*) 16·81	
(x)	The Gaekwar's Mehsána	(*c*) 92·63	380·82
	Kolhápur	(*m*) 29·07	
	Yesvantpur-Mysore frontier	(*m*) 51·35	
	Mysore-Nanjangúd	(*m*) 15·80	
	Bizur-Shimoga	(*m*) 37·97	
	Hyderabad-Godavari Valley	(*x*) 154·00	
(xi)	Jodhpur-Bikaner	475·50	997·98
	Udaipur-Chitor	67·30	
	Bhávnagar-Gondal-Junágad-Porbandar	(*p*) 398·84	
	Jetalsar-Rájkot	(*q*) 46·33	
	Jámnagar	(*q & r*) 54·28	
	Dhrángadrá	(*q*) 20·83	
(xii)	West of India Portuguese	51·00	73·25
	Pondicherry	(*n*) 7·80	
	Káraikkal-Peralam	(*n*) 14·45	
(xiii)	Cherra-Companygani (2′ 6″)	8·00	56·58
	Jorhát (2′ 0″)	28·50	
	Eastern Bengal (2′ 6″)	20·08	
(xiv)	Darjeeling-Himalayan (2′ 0″)	51·00	192·41
	Bársi Light (2′ 6″)	21·75	
	Tárakeshwar-Magra (2′ 6″)	31·12	
	Tezpur-Bálipárá (2′ 0″)	20·10	
	Howrah-Amta (2′ 0″)	28·62	
	Howrah-Sheakhalla (2′ 0″)	19·62	
	Ranaghat-Krishnagar (2′ 6″)	20·20	
(xv)	The Gaekwar's Dabhoi (2′ 6″)	(*c*) 78·80	241·41
	Rajpipla (2′ 6″)	(*c*) 37·32	
	Gwalior Light (2′ 0″)	(*b*) 125·29	
(xvi)	Cooch Behar (2′ 6″)		(*s*) 34·22
(xvii)	Morvi (2′ 6″)		94·36

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by H. H. the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including 6·12 miles of military line not used for public traffic.
(*h*) Worked by the North Western State railway.
(*i*) Excluding the Bezwada extension, *vide* foot-note (*e*), but including 2·66 miles mixed gauge and 0·33 miles metre gauge. Includes also Madras-Ennúr section from 1st July 1899.
(*j*) Worked by the East Indian Railway Company.
(*k*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the South Indian Railway Company.
(*o*) Worked by the Assam Railways and Trading Company.
(*p*) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
(*q*) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.
(*r*) Including 3·99 miles of Bedi Bandar Dock estate siding.
(*s*) Worked by the Eastern Bengal State railway.
(*t*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh but including the length, Bara Banki to Burhwal, 16·70 miles, and the length over Cawnpore bridge, 0·59 miles, laid on a mixed gauge.
(*u*) Worked by the Bengal and North-Western Railway Company.
(*v*) Including 27·88 miles of standard gauge line between Ferozepore and Kot Kapura and 26·71 miles of both standard and metre gauges between Kot Kapura and Bhatinda, worked over by the North Western State railway.
(*w*) Worked by the Oudh and Rohilkhand State railway.
(*x*) Worked by H. H. the Nizam's Guaranteed State Railways Company.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1899-1900	22,499·05
Add—Opened during 1899-1900	1,275·22
Add—Certain sidings of the South Indian railway opened for traffic during 1898-99 and 1899-1900	8·16
	23,782·43
Deduct—Decrease due to minor corrections of mileage	2·23
	23,780·20

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Shikohabad to Farukhabad	(a)65·32	155·70	
	Bárun to Daltonganj	78·32		
	Sitarampore to Domohani	8·32		
	Pandra branch of Jherriah extension	3·24		
	Bengal Central—			432·71
	Dum-Dum Cantonment to Pattipooker		2·68	
	Bengal Nágpur—			
	Kolaghat to Howrah	36·53	153·17	
	Cossye to Midnapore	2·25		
	Midnapore to Bujudih	(a)114·39		
	Agra-Delhi chord	(a)121·16		
(ii)	North Western—			
	Toba Tek Singh to Khanewal	(a)57·00	72·30	
	Kotri to Hyderabad	5·30		
	Peshawar to Jamrud	(a)10·00		
	Oudh and Rohilkhand—			169·40
	Ghaziabad to Moradabad	97·05		
	Eastern Bengal—			
	Panchooria to the Ganges	5·50		
	East Coast—			
	Godávari bridge	4·55		
(iii)	Great Indian Peninsula—			
	Chalisgaon to Dhulia	37·31		97·02
	Madras—			
	Calicut to Baliapatam	59·71		
(iv)	Southern Punjab (*Delhi-Samásata*)—			
	Delhi Brewery to Delhi			0·79
(v)	Petlad-Cambay			20·78
(vi)	Ludhiana-Dhuri-Jakhal			80·32

		Miles.	Miles.	Miles.
(vii)	Bengal and North-Western—			
	Tirhoot section—			
	Hajeepore to Bachhwara	44·25	161·31	
	Bihpur Thana to Katihar	50·75		
	Sakri to Jainagar	(a)30·47		
	Company's section—			
	From a point near Tulsipur to Tulsipur	1·00		
	Ganges-Gogra Doab lines—			
	Azamgarh to Shahganj	(a)34·84		
	South Indian—			1,078·34
	Madura to Toni Torai	94·00	206·00	
	Mutunandal to Sivaganga	9·00		
	Tinnevelly to Quilon	103·00		
	Assam-Bengal—			
	Damchara to Makum		303·31	
	Burma—			
	Sedaw to the right bank of the Salween river	217·72	407·72	
	Sagaing to Alon	71·00		
	Bassein *vid* Henzada to Tharrawaddy	119·00		
(viii)	Eastern Bengal—			
	Teesta bridge at Kaunia	4·87	43·70	112·76
	Moghalhat to Dhubri	(b)38·83		
	Hyderabad (Sind)-Jodhpur frontier—			
	Shadipalli to Jodhpur frontier		9·06	
(ix)	Brahmaputra-Sultanpur—			
	Bogra to Kaliganj		35·20	156·75
	Bengal Doors—			
	Malbazar to Hantupara	45·66	121·55	
	Dam Dim to Bagrakote	6·76		
	Domohani to Lalmonir Hat	69·13		
(x)	Hyderabad-Godavari Valley—			
	Sailu to Secunderabad		230·28	
	Shoranur-Cochin		65·00	397·73
	Vijapur-Kalol		29·60	
	Jaipur—			
	Sánganer to Siwai-Madhopur		72·85	
(xi)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Barmer to Jodhpur frontier	75·00		235·00
	Bikaner section—			
	Dulmera to Bhatinda	160·00		

(xii)	Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—		
	Raipur to Dhamtari		(c)55·73
	Abhanpur to Rajim		
(xiii)	North-Western—		
	Nowshera to Dargai (2′ 6″)		39·60
(xiv)	Bársi Light (2′ 6″)—		
	Bársi Road to Pandharpur	(a)33·00	93·00
	Kalka-Simla	(c)60·00	
(xv)	Rewah—		
	Rewah to Sutna		(a)31·81

5. And the mileage under construction or sanctioned for construction on the 31st March 1900 will be 3,001·74 miles, made up as follows:—

		Miles.	Miles.
Standard gauge—			
(i)	State lines worked by companies	432·71	
(ii)	State lines worked by the State	169·40	
(iii)	Guaranteed companies	97·02	
(iv)	Assisted companies	0·79	
(v)	Lines owned by native states and worked by companies	20·78	
(vi)	Lines owned by native states and worked by State railway agency	80·32	
			801·02
Metre gauge—			
(vii)	State lines worked by companies	1,078·34	
(viii)	State lines worked by the State	112·76	
(ix)	Assisted companies	156·75	
(x)	Lines owned by native states and worked by companies	397·73	
(xi)	Lines owned and worked by native states	235·00	
			1,980·58
Special gauges—			
(xii)	State lines worked by companies	55·73	
(xiii)	State lines worked by the State	39·60	
(xiv)	Assisted companies	93·00	
(xv)	Lines owned by native states and worked by companies	31·81	
			220·14
	TOTAL		3,001·74

Making a grand total of railways completed and in hand at the commencement of 1900-1901 of miles **26,781·94***

And showing, after allowing for corrections of mileage, an advance on the previous year of miles **727·07**

(a) Commencement of work not yet authorized.
(b) Excluding 12·23 miles of the Kaunia-Moghalhat section, 2′ 6″ gauge, to be converted to the metre gauge.
(c) Correction of mileage.

* Made up as follows:

		Miles
Completed and in hand at the beginning of 1899-1900		26,067·27
Sanctioned during 1899-1900		710·91
Maharaja Scindia's private line opened for traffic		8·00
Certain sidings of the South Indian railway opened for traffic during 1898-99 and 1899-1900		8·16
		26,794·34
Deduct—		
Decrease due to correction of Mari Attock ry. mileage	4·45	12·45
" " " of Kalka-Simla ry. mileage	8·00	
		26,781·89
Add—		
Increase due to minor corrections of mileage		0·05
		26,781·94

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1900-1901 :—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	131·34	
(ii) State lines worked by the State	159·40	
(iii) Guaranteed companies	37·31	
(iv) Assisted companies	0·79	
(v) Lines owned by native states and worked by companies	20·78	
(vi) Lines owned by native states and worked by State railway agency	80·32	
		429·94
Metre gauge—		
(vii) State lines worked by companies	175·25	
(viii) State lines worked by the State	73·93	
(ix) Assisted companies	111·09	
(x) Lines owned by native states and worked by companies	230·28	
(xi) Lines owned and worked by native states	147·00	
		737·55
Special gauges—		
(xii) State lines worked by companies	55·73	
(xiii) State lines worked by the State	39·60	
		95·33
TOTAL		1,262·82

Leaving the undermentioned lines for completion in 1901-1902 or later:

	Miles.	Miles.
Standard gauge—		
(xiv) State lines worked by companies	301·37	
(xv) State lines worked by the State	10·00	
(xvi) Guaranteed companies	59·71	
		371·08
Metre gauge—		
(xvii) State lines worked by companies	903·09	
(xviii) State lines worked by the State	38·83	
(xix) Assisted companies	45·66	
(xx) Lines owned by native states and worked by companies	167·45	
(xxi) Lines owned and worked by native states	88·00	
		1,243·03
Special gauges—		
(xxii) Assisted companies	93·00	
(xxiii) Lines owned by native states and worked by companies	31·81	
		124·81
TOTAL		1,738·92

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Barun to Daltonganj	73·32		
	Sitarampore to Domohani	8·32	89·88	
	Pandra branch of Jherriah extension	3·24		
	Bengal Central—			131·34
	Dum-Dum Cantonment to Pattipooker		2·68	
	Bengal-Nágpur—			
	Kolaghat to Howrah	36·53		
	Cossye to Midnapore	2·25	38·78	
(ii)	North-Western—			
	Toba Tek Singh to Khanewal	57·00		
	Kotri to Hyderabad	5·30	62·30	
	Oudh and Rohilkhand—			
	Ghaziabad to Moradabad		87·05	159·40
	Eastern Bengal—			
	Panchooria to the Ganges		5·50	
	East Coast—			
	Godavari bridge		4·55	
(iii)	Great Indian Peninsula—			
	Chalisgaon to Dhulia			37·31
(iv)	Southern Punjab (*Delhi-Samásata*)—			
	Delhi Brewery to Delhi			0·79
(v)	Petlad-Cambay			20·78
(vi)	Ludhiana-Dhuri-Jakhal			80·32

(vii)	Bengal and North-Western—			
	Tirhoot Section—			
	Hajeepore to Bachhwara		44·25	175·25
	Burma—			
	Sedaw to Nammaw	60·00	131·00	
	Sagaing to Alon	71·00		
(viii)	Eastern Bengal—			
	Teesta bridge at Kaunia		4·87	73·93
	Hyderabad (Sind)-Jodhpur frontier—			
	Shadipalli to Jodhpur frontier		69·06	
(ix)	Brahmaputra-Sultanpur—			
	Bogra to Kaliganj		35·20	111·09
	Bengal Dooars—			
	Dam-Dim to Bagrakote	6·76	75·89	
	Domohani to Lalmonir Hat	69·13		
(x)	Hyderabad-Gódávari Valley—			
	Sailu to Secunderabad			230·28
(xi)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Barmer to Jodhpur frontier		75·00	147·00
	Bikaner section—			
	Dulmera to Suratgarh		72·00	

(xii)	Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—	
	Raipur to Dhamtari Abhanpur to Rajim	55·73
(xiii)	North Western—	
	Nowshera to Dargai (2′ 6″)	39·60

(xiv)	East Indian—			
	Shikohabad to Farukhabad		(*a*) 65·82	301·37
	Bengal-Nágpur—			
	Midnapore to Bujudih		(*a*) 114·39	
	Agra-Delhi Chord		(*a*) 121·16	
(xv)	North Western—			
	Peshawar to Jamrud			(*a*) 10·00
(xvi)	Madras—			
	Calicut to Baliapatam			59·71

(xvii)	Bengal and North-Western—			
	Tirhoot section—			
	Bihpur Thana to Katihar	50·75		
	Sakri to Jainagar	(*a*) 30·47	117·06	
	Company's section—			
	From a point near Tulsipur to Tulsipur	1·00		
	Azamgarh to Shahganj	(*a*) 34·84		
	South Indian—			
	Madura to Toni-Torai	94·00		
	Mutunandal to Sivaganga	9·00	206·00	903·09
	Tinnevelly to Quilon	103·00		
	Assam Bengal—			
	Damchara to Makum		303·31	
	Burma—			
	Nammaw to the right bank of the Salween river	157·72		
	Bassein *vid* Henzada to Tharrawaddy	119·00	276·72	
(xviii)	Eastern Bengal—			
	Moghalhat to Dhubri			38·83
(xix)	Bengal Dooars—			
	Malbazar to Hantupara			45·66
(xx)	Shoranur-Cochin		65·00	167·45
	Vijapur-Kalol		29·60	
	Jaipur—			
	Sanganer to Siwai Madhopur		72·85	
(xxi)	Jodhpur-Bikaner—			
	Bikaner section—			
	Suratgarh to Bhatinda			88·00

(xxii)	Bársi Light—		
	Bársi Road to Pandharpur	(*a*) 33·00	93·00
	Kalka-Simla—		
	Kalka to Simla	60·00	
(xxiii)	Rewah—		
	Rewah to Sutna		(*a*) 31·81

(*a*) Commencement of work not yet authorized.

STATEMENT C.

List of Railway Projects started as Famine Relief Works.

Name of project.	Length.	Cost.	Remarks.
	Miles.	Rs.	
Bombay Presidency.			
1. Sábarmati-Dholka (metre gauge)	33·46	13,07,966	
2. Gaekwar's Mehsána railway, Kheralu-Dhabora extension (metre gauge)	8	...	
3. Godhra-Baroda Chord and doubling (5′ 6″ gauge)	44	34,12,900	
4. Visnagar-Vijapur (metre gauge)	16	...	
5. Nadiad-Kapadvanj (5′ 6″ gauge)	28	8,73,360	
6. Viramgám (or Patan)-Radhanpur, Samí-Radhanpur section (metre gauge)	16	...	
7. Velachha-Kankarar-Kosamba	...	...	
8. Bársi Light railway, Bársi-Tadwala extension (2′ 6″ gauge)	28	11,09,350	
9. Jámnagar-Salaya	...	...	
10. Bahadarpur-Songhir (2′ 6″ gauge)	...	...	
11. Dholia-Vankaner-Rájkot (metre gauge)	52·76*	...	* Conversion of existing 2′ 6″ gauge railway to metre gauge by Thakur Sahib of Morvi.
12. Petlad-Cambay (5′ 6″ gauge)	20·78	11,07,200	Since undertaken as a railway project.
Central India.			
13. Gwalior-Sabalgarh (2′ 6″ gauge)	48.	...	
North-Western Provinces and Oudh.			
14. Agra-Delhi Chord (5′ 6″ gauge)	121·16	90,76,346	Partly in Punjab.
15. Meerut-Gurmuktesar (5′ 6″ gauge)	29	17,61,000	
Punjab.			
16. Ludhiána-Dhuri-Jakhal (5′ 6″ gauge)	80	38,82,764	Since undertaken as a railway project.
17. Suratgarh-Bhátinda section (Bikanir-Bhátinda railway) (metre gauge)	88	19,12,800	
18. Rewári-Phulera Chord (metre gauge)	131·17	51,18,277	
19. Madhopur-Sikar branch	32	...	
20. Jech-Bar (5′ 6″ gauge)	...	...	
Central Provinces.			
21. Jubbupore-Gondia (2′ 6″ gauge)	252·67	85,10,901	
22. Vizianagram-Raipur (5′ 6″ gauge)	310·62	2,50,42,336	Partly in Madras Presidency.
23. Bilaspur-Mungeli	...	...	
Ajmer-Merwara.			
24. Nasirabad-Kekri (metre gauge)	9	9,00,000	
25. Bárán-Ajmer-Marwar (metre gauge)	213	1,33,00,533	From Bárán *viá* Shahpura to Marwar.
Berar.			
26. Akola-Basim-Khandwa (metre gauge)	150	1,00,00,000	Approximate cost.
27. Jalna-Khámgaon (2′ 6″ gauge)	77	...	

Note.—Where length and cost are not given the information is not available at present but surveys are being made

APPENDIX M.

This Indenture, made the 4th day of May 1899, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE SOUTHERN PUNJAB RAILWAY COMPANY, LIMITED (hereinafter called "the Company"), of the other part, and supplemental to an Indenture* (hereinafter called "the principal Contract"), dated the 13th day of August 1895, and made between the Secretary of State of the one part and the Company of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

1. The Company shall by the 31st day of December 1899, on the Secretary of State, at the request of the Company, duly providing all land in British territory shown to the satisfaction of the Secretary of State to be necessary for the purpose, construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State a direct and continuous line of railway in connection with and extension of and of the same gauge as the railway mentioned in the third clause of the principal* Contract, from the Company's station at Narwana to a point to be selected by the Secretary of State in or near Kaithal in the district of Karnál, with all such stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works as shall be necessary or proper for the purposes of the railway so to be constructed as aforesaid (which said railway, together with all the appurtenances thereof, is hereinafter called the said extension), either as regards the due working of the same, or as regards the permanence of the same, and protection of the same from destruction or injury by inundation, tempest, or otherwise.

2. This Agreement and the principal* Contract as modified by these presents shall be read and construed as one Agreement, and except so far as is inconsistent with the provisions of this Agreement, the expressions "the said railway" and "this Contract" in the principal Contract contained shall be deemed to include the said extension and this Agreement respectively, and the principal Contract and all the provisions thereof as so modified shall apply and be observed and performed by the Secretary of State and the Company in all respects as though the said extension formed part of the said railway therein mentioned, and as though all matters and things for which provision is thereby made related to the said extension as well as to the said railway.

3. Nothing herein contained shall be deemed to authorise the Company to charge as capital expenditure, on account of any of the matters referred to in clause 27 of the principal Contract, a larger sum than is therein mentioned. Provided always, that nothing in this clause contained shall be deemed to disentitle the Company to debit as part of the capital expenditure of the said extension such charges *bonâ fide* incurred by the Company in respect of preliminary surveys and estimates of such extension as the Secretary of State may agree to be so debited.

4. The Secretary of State hereby authorises the Company to raise such a sum, not exceeding in the whole the sum of 34,000*l.*, as, together with any surplus capital moneys remaining unexpended after the completion of the railway mentioned in clause 3 of the principal* Contract, shall be required for the construction and completion of the said extension. The Company may, subject to the approval of the Secretary of State, raise such sum as aforesaid, either by an increase of its share capital, or by borrowing the same in such manner and upon such terms as the Company may deem fit, and as the Secretary of State may approve.

5. The Company (so far as it is authorised so to do by its constitution and subject to the provisions of the Indian Railways Act, 1894) may, during a period expiring on the 31st day of December 1899, or during a period which shall extend to the close of the half-year next after the half-year during which the said extension shall be actually completed and open for traffic whichever of such periods shall be the shorter, pay out of capital any sums by way of interest on the amount from time to time *bonâ fide* paid up on any further share capital (in addtion to its capital already issued) issued for the purposes of the said extension under the authority in that behalf contained in clause 4 hereof; provided such sums do not, together with the net receipts of the Company in respect of the said extension (of which net receipts a separate account shall be kept for the purposes of this clause) for the period in respect of which such interest is paid, amount to more than 3½ per cent. per annum on the sums in respect of which the interest is paid. All moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

6. If the said extension shall not be constructed in accordance whith the provisions of this Agreement, and with such of the provisions of the principal* Contract as are applicable thereto as modified by these presents, and completed and ready for opening for public traffic throughout by the 31st day of December 1899, then and at any time after that day, unless the Secretary of State shall be satisfied that there has been no neglect or default of the Company, and before the said extension is open for traffic throughout, the Secretary of State, notwithstanding any grants

* Printed as Appendix M to Part II of the Administration Report on Indian railways for 1895-96.

of further time or any negotiations between the Secretary of State and the Company, may determine this Agreement by giving to the Company in England notice in writing of such determination (which notice is hereinafter referred to as "notice of determination").

7. If this Agreement be determined by notice of determination, the provisions of the principal* Contract relating to the determination of the principal* Contract by notice of determination, and all matters and things to be done in consequence thereof, shall apply, *mutatis mutandis*, to the determination of this Agreement by such notice, and all matters and things to be done in consequence thereof; and the Secretary of State and the Company shall thereupon have similar rights and be under similar obligations respectively with reference to the said extension, and all matters and things in any way connected therewith or relating thereto, to those which they would have had or been under respectively with reference to the railway mentioned in the principal* Contract, and all matters and things in any way connected therewith or relating thereto, if the principal* Contract had been determined by notice of determination.

* Printed as Appendix M to Part II of the Administration Report on Indian railways for 1895-96.

APPENDIX N.

This Indenture made the 14th day of November 1899 between THE SECRETARY OF STATE IN COUNCIL OF INDIA hereinafter called the Secretary of State of the one part and THE EAST INDIAN RAILWAY COMPANY hereinafter called the Company of the other part.

WHEREAS these presents are supplemental to an* Indenture dated the 22nd day of December 1879 and made between the Secretary of State of the one part and the Company of the other part which said Indenture is hereinafter called the principal Contract to an Indenture† dated the 26th day of February 1896 and made between the same parties hereinafter called the Debenture Contract and to an Indenture† dated the 4th day of April 1899 and made between the same parties hereinafter called the Debenture Stock Contract:

AND WHEREAS the Secretary of State in pursuance of the powers conferred upon him by the principal Contract by notice in writing dated the 14th day of October 1897 gave the Company notice of his intention to determine the principal Contract on the 31st day of December 1899:

AND WHEREAS it has since been agreed between the Secretary of State and the Company that the said notice shall be withdrawn and that the principal Contract shall be modified in the manner hereinafter appearing:

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

Withdrawal of Notice.

1. The said notice by the Secretary of State of his intention to determine the principal Contract on the 31st day of December 1899 is hereby withdrawn and subject to the provisions hereinafter contained the respective rights and liabilities of the Secretary of State and the Company under the principal Contract and all other Contracts existing between them and otherwise shall continue as if the said notice had never been given.

Telegraphic Instruments.

2. Notwithstanding the provisions of Clause 6 of the principal Contract the Company shall henceforth during the continuance of the said Contract have the option of supplying themselves with all or any of such telegraphic instruments (not including the telegraph wires) as the Company shall with the sanction of the Secretary of State from time to time require for the purposes of their undertaking and the Company shall maintain all such telegraphic instruments as aforesaid in good repair and good working condition. Provided always that if at any time the Secretary of State or the Company with his sanction shall desire to introduce the use of block or other special telegraph signalling instruments for the conduct of the train service on all or any part of the railways worked by the Company the Company shall on the request of the Secretary of State supply all such block or other instruments with all appliances necessary for the proper working thereof as shall with the sanction of the Secretary of State from time to time be required and shall maintain the same in good repair and working condition.

3. The provisions contained in the principal Contract relating to the working and inspection of the telegraphs and telegraphic appliances supplied by the Secretary of State shall apply to the working and inspection of the telegraphic instruments supplied by the Company.

As to the Maintenance and Management of the Undertaking.

4. The power conferred by Clause 18 of the principal Contract upon the Secretary of State to require the Company to carry out any alteration or improvement in the undertaking or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public or for the necessary working of the undertaking shall henceforth be extended so as to include any alteration or improvement that may in his opinion be necessary for the accommodation of the traffic of any railways now or hereafter having junction with the undertaking or any parts thereof.

As to Rates for Passengers Goods and Services for Departments of the State, etc.

5. The following clause shall henceforth be substituted for Clause 16 of the principal Contract that is to say:—

The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers and goods on the undertaking and shall prescribe the

* Printed as Appendix B to the Administration Report on Indian railways for 1880-81.
† Not printed.

several classes and descriptions of passengers and goods to which such rates shall be respectively applicable as well as the extent to which within the maxima and minima so authorised the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.

The Secretary of State shall give the Company not less than three months previous notice in writing of his intention to make any change in the rates or classification so authorised and prescribed and unless the Company shall assent to such change it shall not be operative until the expiry of the said notice Provided that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.

In making charges to the Public for services under this clause the Company shall not without the special sanction of the Secretary of State calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated. The term "goods" shall as regards this clause include everything conveyed on the undertaking passengers only excepted.

6. The Services mentioned in Clause 18 of the principal Contract shall henceforth be performed by the Company at such rates as may be approved by the Secretary of State not being less than the rates in force for the time being for similar services on State railways of the same gauge.

As to Moneys required by the Company.

7. Notwithstanding the provisions in regard to supply of funds in Clauses 13 and 23 of the Principal Contract all capital moneys required by the Company for the purposes of the undertaking shall at the option of the Secretary of State either be provided by him or be raised by the Company by the issue of debentures or debenture stock in such manner and on such terms as to interest or otherwise as the Secretary of State shall determine. Nothing herein contained shall affect or control the powers of the Company under the East Indian Railway Companys Act 1895.

As to Accounts.

8. Notwithstanding Clause 2 of the Debenture Contract and clause 2 of the Debenture Stock Contract all accounts subsequent to the accounts for the half-year ending on the 31st of December 1899 kept in England and incorporated in the accounts of the Company in India shall for the purpose of such incorporation be converted into rupees at the prescribed rate of exchange instead of at the rate mentioned in Clause 25 to the principal Contract.

9. The prescribed rate of exchange shall be as follows:—The average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year ending either on the 30th day of June or the 31st day of December next preceding the half-year in respect of which the conversion is required to be made in the accounts and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year the half-year shall end on the 31st day of December and if it is to be made in the accounts of the last six calendar months of the then current calendar year the half-year shall end on the 30th day of June Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half-year ending on a 30th day of June or 31st day of December then any conversion of sterling money into rupees which would or might under this section but for this provision be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be made at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India such average rate to be decided by the Comptroller General at Calcutta.

Cost of Supervision and Control of the Company.

10. In respect of each half-year after the half-year ending the 31st of December 1899 the Company shall pay the Secretary of State a sum in rupees equal to the product of 40 multiplied by the mean mileage of railway worked by the Company during such half-year to cover the costs and charges of and incidental to the supervision and control of the Company by the Secretary of State and such sum shall be included in the working expenses of the undertaking instead of the sum in that behalf mentioned in sub-clause 6 of Clause 35 of the principal Contract.

The Application of the Surplus Receipts of the Undertaking.

11. The surplus if any of the receipts of the undertaking mentioned in Sub-clause 7 of Clause 36 of the principal Contract shall in each half-year after the half-year ending on the 31st of December 1899 be applied in manner following that is to say if such surplus does not exceed 25 lacs of rupees four-fifths thereof shall belong to the Secretary of State on behalf of the Government of India and one-fifth thereof shall belong to the Company and if such surplus does exceed 25 lacs of rupees the sum of 25 lacs of rupees part of such surplus shall be divided between and belong to the Secretary of State on behalf of the Government of India and the Company in the proportion of four-fifths and one-fifth respectively and of the remainder of such surplus fourteen-fifteenths thereof shall belong to the Secretary of State on behalf of the Government of India and

one-fifteenth thereof shall belong to the Company and the share of the Company in such surplus shall be dealt with in the manner provided by the principal Contract.

As to Running Powers and other Facilities and Accommodation for other Railway Companies.

12. The following clauses shall henceforth be substituted for Clauses 37, 38, 41 and 42 of the principal Contract that is to say:—

The Secretary of State may from time to time when he shall be of opinion that it is desirable so to do for the public convenience require the Company to enter into and on the request of the Company will assist them in entering into agreements upon reasonable terms as to payments and under reasonable conditions and restrictions with the administrations of any other railway or railways having junctions with the undertaking for the following purposes or any of them:—

(*a*) For allowing the use of the railways or any parts of the railways respectively worked by them such railways being of the same gauge for the passage of one another's engines and trains.

(*b*) For the supply to one another of any rolling-stock which shall not be required for their own purposes respectively.

(*c*) For the interchange of traffic and rolling-stock and the settlement and apportionment of through rates and charges for interchanged traffic.

(*d*) For additions or alterations to or for the re-distribution of existing accommodation in junctions or other stations and their appliances in view to their convenient use for the accommodation of one another's traffic rolling-stock or working staff.

As to Acts of the Indian Legislature.

13. The following clause shall henceforth be substituted for Clause 56 of the principal Contract that is to say:—

No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudical effect upon the undertaking or any part thereof or the profits thereof of any Act of the Indian Legislature for the time being in force and the Company and the undertaking and its equipment shall be subject to the provisions of every such Act.

Mussoorie Hill Schools.

14. The Mussoorie Hill Schools which are the property of the Secretary of State shall during the continuance of the principal Contract be managed by the Company as part of the undertaking upon such terms and conditions as may from time to time be prescribed by the Government of India.

Duration of Contract.

15. The Secretary of State agrees that he will not and the Company so far as it can bind itself in this behalf agrees that it will not determine the principal Contract before the 31st of December 1919.

APPENDIX O.

This Indenture made the 6th day of December 1899 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part and THE ASSAM-BENGAL RAILWAY COMPANY LIMITED of the other part and supplemental to an Indenture* made the 26th day of April 1892 between the same parties with reference to the construction maintenance management and working of certain railways in India.

Whereas the lines of railway and branch lines mentioned in Clause 4 of the said Indenture* of the 26th April 1892 (which were to be open for traffic on the 1st July 1898) are for the purposes of construction divided into the sections following:—

(*a*) *Section* 1 consisting of a line from Chittagong *viâ* Laksam to Badarpur with branches from Laksam to Chandpur and from Badarpur to Silchar.

(*b*) *Section* 2 consisting of a line from Badarpur to Lumding.

(*c*) *Section* 3 consisting of a line from Lumding to a point at or near Makum Junction Station on the Dibru-Sadiya Railway with a branch line from Lumding to Gauhati.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. Clause 4 of the said Indenture* of the 26th April 1892 shall be read and construed as if the several dates hereafter mentioned for the construction and opening of the said 3 *Sections* respectively (as hereinbefore defined) had been substituted for the date therein mentioned for the construction and opening of the said lines of railway and branch lines that is to say:—

As to Section 1 "the 5th day of April 1899" as to Section 2 "the 31st day of December 1902" and as to Section 3 "the 31st day of December 1901."

2. It is expressly agreed and declared that the provisions of this Contract shall not prejudice or affect any of the rights of the Company under the said* Indenture of the 26th April 1892.

* Printed as Appendix J to Part II of the Administration Report on Indian railways for 1892-93.

APPENDIX P.

Memorandum of* Agreement for the working of the METRE GAUGE LINE OF RAILWAY in the Province of Káthiáwár, known as the JETALSAR-RÁJKOT RAILWAY and extending from Jetalsar to Rajkot over 46·23 miles.

1. WHEREAS under Clause 59 of a Working† an Agreement entered into on the 28th November 1896 between the several Proprietors of the Bhavnágar-Gondal-Junágad-Porbandar Railway, known as the Primal System of Metre Gauge Railways in Káthiáwár, it is competent for the Board of Control of the said Bhavnágar-Gondal-Junágad-Porbandar Railway to undertake, on such terms as may in each case be determined, the working (as feeders to this system) of Branch lines in Káthiáwár having separate proprietary interests, the said Board of Control hereby undertake to work the said Jetalsar-Rájkot Railway on the following terms and conditions:—

Preamble.

2. From and after the date on which the said Jetalsar-Rájkot Railway has, by constituted authority, been declared open to traffic, and, as hereinafter provided, until the date on which this Agreement may be determined, the entire control of the said Jetalsar-Rájkot Railway shall be continued, and the said railway shall henceforth be worked by the said Board of Control in a manner every way similar to that in which the "Open System" of the Bhavnágar-Gondal-Junágad-Porbandar Railway is worked, due arrangements for the appointment of the Officers and Staff and provision in every other respect being made by the said Board. It is fully understood that this Cession of Control for the purposes of the working of the said line in combination with the general system of Metre Gauge Railways in Káthiáwár in no way militates against the proprietary independence of the said Jetalsar-Rájkot Railway.

Cession of Line for Traffic.

3. All Acts, Codes, Rules, Fares, Rates, Classification of Goods, etc., in force now, and from time to time made applicable to the Primal System, shall be valid on the said Jetalsar-Rájkot Railway, and the said Board of Control shall be the lawful Board of Administration in respect thereto.

Laws, Codes and Traffic Rules.

4. The said Jetalsar-Rájkot Railway shall be properly constructed and of requisite stability; and also completely found in respect of Water-supply, Buildings, Stores and Appliances, Quarters for the Staff, Shops, Running Sheds, Drains, etc., necessary to admit of the due and proper working of the line, and the Board of Control shall be free of all responsibility in respect of the stability and equipment of the line, as existing at the time of assuming control under Clause 2. All defects then existing or subsequently arising, being made good by the Board of Control at the risk and cost of the said Jetalsar-Rájkot Railway after reasonable notice, provided that all defects due to management shall be made good at the cost of the Primal System.

Stability and Equipment of Line.

5. The said Jetalsar-Rájkot Railway shall, at the cost of its Proprietors, be properly found in a sufficiency of Locomotive Engines and Rolling Stock with the necessary equipment for the same as may, from time to time, be necessary for the traffic over the said line.

Locomotives and Rolling Stock.

6. The Board of Control shall arrange, and be responsible, for the Maintenance of Way and Works and Stations on the said Jetalsar-Rájkot Railway.

Maintenance.

7. The Board of Control shall be responsible for the collection of all Rents and Revenues pertaining to the said Jetalsar-Rájkot Railway, and all such collections shall be held to be hypothecated to the said Board of Control, until the dividend for each half-year has been declared and settlement thereof made. The settlement for the second-half of each year shall be held to be final.

Should funds be, at any time, required for the said Jetalsar-Rájkot Railway on Capital Account, in pursuance of Clause 4 above, the Bankers for the Primal System shall, if desired by the Proprietors, advance the same on the security of the Rents and Revenues due to the said Jetalsar-Rájkot Railway, on such terms as may be arranged between the said Bankers and the said Railway.

Funds.

8. The Banking, Method of Accounting, and the submission of Accounts and Returns, connected with the said Jetalsar-Rájkot Railway, shall, in every respect, be the same as arranged for the Integral Railways in the Primal System.

Banking and Accounts.

9. The Board of Control shall, from the funds in hand belonging to the said Jetalsar-Rájkot Railway, deduct, in payment of expenditure incurred:—

Payments.

(*a*) A sum equal to 40 per centum of the gross earnings of the Jetalsar-Rájkot Railway, to cover all charges necessary for the proper superintendence, up-keep, and working of the said Jetalsar-Rájkot Railway, except those charges enumerated in (*b*) following.

(*b*) Actual expenditure incurred on the Maintenance of Way and Works and Stations; and Capital charges not met from advances arranged for under Clause 7.

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* Sanctioned in Government of India letter No. 771 R. T., dated the 14th August 1899.

† Printed as Appendix Y to Part II of the Administration Report on Indian railways for 1897-98.

10. The deductions, based on gross earnings prescribed in the preceding clause, shall be held subject to a biennial revision.

Revision of Cost of Working.

11. The Terminal charges on *bonâ fide* local traffic over the said Jetalsar-Rájkot Railway shall be credited to the earnings of the same. On traffic between the stations of the said Jetalsar-Rájkot Railway, and those of any other railway, terminal charges shall be divided equally between the forwarding station and the destination station.

Terminal Charges.

12. The terms for the carriage of mails shall be as already arranged with the Postal Authorities.

Carriage of Mails.

13. The currency of British India and no other shall be accepted on the said Jetalsar-Rájkot Railway.

Currency.

14. Arrangements for law and order shall be made by the Proprietors of the Jetalsar-Rájkot Railway in communication with the Political Agent of Káthiáwár; while watch and ward will be dealt with as a traffic arrangement, and the cost met from the payment for general working expenses.

Police and Magistracy.

15. Any extension of the said Jetalsar-Rájkot Railway, beyond the limits mentioned in the opening paragraph above, shall, on receipt by the Board of Control of one month's previous notice, be worked in the same manner as under this Agreement provided.

Extensions.

16. Any question of dispute which may at any time arise in carrying out this Agreement, or in meeting any new points connected therewith, shall be settled by Arbitration, the Board of Control and the Proprietors of the Jetalsar-Rájkot Railway each appointing an Arbitrator, and the Consulting Engineer to Government or an Officer from his Department, with the permission of Government, being Umpire.

Arbitration.

17. This Agreement shall hold good so long as the Working Agreement of the Bhavnágar-Gondal-Junágad-Porbandar Railway, dated 28th November 1896, alluded to in the opening paragraph above, is extant.

Period of Agreement.

APPENDIX Q.

Heads of Agreement* between the GOVERNMENT OF HIS HIGHNESS THE MAHARAJA SINDHIA, hereinafter called His Highness' Government, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, hereinafter styled the Company, for the use of Nagda station, for the working of the Nagda-Ujjain Railway, from the east distant signal at Nagda to the point of entry on Rajputana-Malwa Railway land at the west end of the Sipra bridge, and for the joint use of the line from the point of entry on Rajputana-Malwa Railway land to the west distant signal at Ujjain, excluding the Sipra bridge.

Under the conditions hereinafter recited, the Company agree to work on behalf of His Highness' Government, the Nagda-Ujjain Railway, with effect from the 15th July 1896, on which date the line was opened for public traffic.

The arrangements herein laid down shall be in force from the 15th July 1896, but may, at any time thereafter, be terminated on one year's notice from either party to the Agreement. But such notice shall expire only on either the 30th June or the 31st December in any year.

2. The said Company shall have the entire control of the train and traffic arrangements of the Nagda-Ujjain Railway during the continuance of this Agreement.

3. All communications between His Highness' Government and the Company under this Agreement shall pass through the Agent to the Governor-General in Central India and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Nagda-Ujjain Railway as are entrusted to him with respect to the railways under the control of the Bombay Government, and take the orders of Government when necessary.

4. The Company shall be subject in all respects, with reference to the Nagda-Ujjain Railway, to the same control by the Bombay Government as they are with regard to their own line.

5 (*a*). The Nagda-Ujjain Railway, including stations, station buildings, station machinery, sheets, plant, sidings, furniture, weighing machines, dwellings for staff, level-crossings, signals, signal lamps, cash safes, engine and repairing sheds, provision for water-supply and all other necessary appliances for working the line, and including also such works as are required at Nagda and Ujjain for the sole use of the Nagda-Ujjain Railway, shall be provided by, or at the cost of, His Highness' Government, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by the Company at the cost of His Highness' Government, and charged to the Capital Account of the line.

(*b*). Funds to cover the cost of all works payable by His Highness' Government must be deposited in advance on the application of the Company.

(*c*). Funds for the construction of all works used in common at Nadga and Ujjain shall be found by the Bombay, Baroda and Central India Railway as workers of the Godhra-Rutlam-Nagda and Rajputana-Malwa Railways in the same way as funds for the latter railways are provided.

(*d*). His Highness' Government will provide funds for works dismantled and abandoned at Nagda or Ujjain of the cost of which a share or the whole falls to be borne by His Highness' Government.

(*e*). His Highness' Government will not hereby acquire any right of property within the premises of the Godhra-Rutlam-Nagda and Rajputana-Malwa Railways at Nagda and Ujjain, respectively.

6. The whole of the engines, carriages, wagons and other appliances for the equipment of trains and vehicles shall be provided by the Company.

Charges for maintenance and working.

7. As regards ordinary maintenance of way and works, including the repairs of bridges, stations and buildings, conservancy of rivers and all other works ordinarily constructed or rapaired by the Engineering Department (but excluding the cost of repairs due to such visitations as extraordinary floods or earthquakes), and as regards the expenses incurred in working the whole line in other Departments, the Company shall charge to His Highness' Government the same percentage of the gross earnings as may be incurred in these Departments of the half-year in question on the whole broad gauge system worked by the Company, and these charges shall be held to include supervision and the use of rolling stock.

8. From the amounts thus apportioned chargeable as working expenses, the Company shall defray all the working charges and pay the salaries of the Staff (including Junction Staff) and provide stationery, tickets, coal, oil, grease, current consumable stores and all other necessary materials for the proper and efficient working of the Nagda-Ujjain Railway.

Charges for maintenence of joint works.

9 (*a*). The interest and maintenance charges at the rate of 6½ per cent. per annum for structures, and 9 per cent. per annum for ballast and permanent way upon the expenditure on joint works at Nagda (*vide* Schedule I) shall be divided between the Godhra-Rutlam-Nagda Railway and the Nagda-Ujjain Railway in proportion to the weight of traffic of each line dealt with at Nagda. Of the share debitable to the Nagda-Ujjain Railway, so much as represents interest on cost of works, etc., at ¼ per cent. per annum

* Sanctioned in Government of India letter No. 1251 R.T., dated the 16th December 1899.

shall be paid by His Highness' Government to the Company in addition to the percentage for working under Clause 7, and the balance representing maintenance shall be borne by the Company out of the charge referred to in Clause 7.

(*b*). The interest and maintenance charges at the rate of 6½ per cent. per annum for structures, and 9 per cent. per annum for ballast and permanent-way upon the expenditure on the length of line from where the Nagda-Ujjain line enters upon Rajputana-Malwa Railway land near the Sipra Bridge up to the west end of Ujjain Station (excluding the Sipra Bridge, regarding which other arrangements have been made), *vide* Schedule (II), shall be divided between the Rajputana-Malwa Railway and the Nagda-Ujjain Railway in proportion to the weight of traffic of each line which passes over the section. Of the share debitable to the Nagda-Ujjain Railway, so much as represents interest on cost of works, etc., at 4 per cent. per annum shall be paid by His Highness' Government to the Company in addition to the percentage for working under Clause 7 and the balance representing maintenance shall be borne by the Company out of the charge referred to in Clause 7.

(*c*). The interest at the rate of 4 per cent. per annum upon the expenditure on works constructed at Ujjain by the Rajputana-Malwa Railway for the exclusive use of the Nagda-Ujjain Railway (*vide* Schedule III) shall be debited to the Nagda-Ujjain Railway. The Company shall, however, maintain such works at its own cost under Clauses 7 and 8 of this Agreement.

Charges for maintenance of works paid for by Nagda-Ujjain Railway.

(*d*). The interest and maintenance charges accruing at Ujjain, with the exception of those works mentioned in Schedule III referred to in para. (*c*) of Clause 9 of the Agreement, shall be charged to the Rajputana-Malwa Railway, the Ujjain-Bhopal Railway and the Nagda-Ujjain Railway in accordance with the separate Agreement* for the Ujjain station.

10. The cost of all additional works or such improvements to existing works as may be necessary for the proper working of the line or to meet the growth of traffic, which are properly chargeable to construction account, shall be dealt with as follows:—

(*a*). All works estimated to cost over Rs. 1,000 shall be charged to the Capital account of the Nagda-Ujjain Railway and shall be debited direct to His Highness' Government.

(*b*). In the case of works estimated to cost Rs. 1,000 or less, a charge to Revenue will be admitted up to the same percentage of gross receipts as obtains for similar expenditure during the same half-year on the Bombay, Baroda and Central India Railway; beyond this limit expenditure on works estimated to cost Rs. 1,000 or less shall be charged to the Capital account of the Nagda-Ujjain Railway and shall be debited direct to His Highness' Government.

11. The Company shall be responsible for the collection of all the revenue appertaining to the Nagda-Ujjain Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of His Highness' Government occupying dwelling houses, the property of His Highness' Government, and shall pay the same into the Treasury in the same manner as their own earnings.

12. The Company shall furnish His Highness' Government, through the Agent to the Governor-General in Central India and the Consulting Engineer for Railways to the Government of Bombay, with a weekly return of the approximate earnings of the Nagda-Ujjain Railway, and, at the close of each half-year, with a full account both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer and the Company.

13. Advances shall be made by the Government Treasury to meet the cost of working the Nagda-Ujjain Railway.

14. The account as between the Bombay Government and His Highness' Government shall be finally adjusted at the close of each half-year, as soon as possible after the Revenue account is rendered, and the balance in favour of or against His Highness' Government shall then be paid over to it or by it, as the case may be.

15 (*a*). In the absence of any special agreement between His Highness' Government and the Company, the fares and rates for coaching, goods and miscellaneous traffic and the classification of goods on the Nagda-Ujjain Railway shall, as far as may be, conform to those generally in force on the Godhra-Rutlam-Nagda Railway.

(*b*). Through rates and fares between stations on the Nagda-Ujjain Railway and stations on the Company's own line or on other lines worked by the Company shall, after apportioning in equal shares any terminal that my be charged at stations of despatch and receipts, be divided in proportion to "mileage."

(*c*). Any terminals levied on traffic from and to the Indian Midland Railway and beyond to and from stations on the Nagda-Ujjain Railway shall be credited in full to the latter railway.

(*d*). Mails and postal officers on duty will be carried at the rates and on the conditions which may be in force from time to time on State Railways.

16. All money transactions under this Agreement as between the Bombay Government, His Highness' Government and the Company shall be in British Government rupees, and the Company are to accept the British currency only in payment of fares and rates.

17. The three saloon carriages presented by the Government of India to His Highness the Maharaja for use on the Indian Midland Railway shall be allowed to run *free of charge* on the Nagda-Ujjain Railway.

18. The Indian Railways Act, and the Standing Regulations of the Company as applicable to the Rajputana-Malwa line, as approved by the Governor-General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Nagda-Ujjain Railway. The above Act and the Standing Regulations shall, within railway limits on

* Printed as Appendix BB to this Report.

the Nagda-Ujjain Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried.

19. The telegraph line along the Nagda-Ujjain Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force in the case of State railways. The Company shall work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor-General in Council for the adoption and working of licensed railway telegraph lines in British India.

20. Any question of dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, His Highness' Government and the Company.

21. The foregoing clauses are subject to confirmation* by the Board of Directors of the Company.

SCHEDULE I.

Cost of joint works at Nagda station, interest and maintenance charges on which, at the rates specified below, are to be divided between the Godhra-Ratlam-Nagda Railway and the Nagda-Ujjain Railway in proportion to the weight of traffic of each line dealt with at Nagda, *vide* Clause 9 (*a*) of the Agreement.

Description of works.	Cost.	Total.
At 9 per cent. per annum.	*R a. p.*	*R a. p.*
Points and crossings	1,725 13 0	
Permanent-way in main line, platform line and 3rd line	23,856 0 0	
Scotch blocks	20 9 0	
Crossing sleepers	674 10 0	
Ballast	900 0 0	
		27,177 0 0
At 6½ per cent. per annum.		
Well 20' diameter	2,517 3 6	
Steam pump with boiler and engine and pumphouse	5,489 13 6	
Piping	4,511 2 0	
Water columns 2	27,90 2 3	
Water tank	5,822 8 9	
Passenger platform	3,030 11 8	
Station building	6,699 15 10	
Station Master's and Deputy Station Master's and Menials quarters.	3,460 3 2	
Pump Driver's quarters	1,178 1 0	
Permanent-way Inspector's Bungalow	5,371 13 4	
Hand pump, frame lift, and force	234 0 0	
Goods platform, kutcha	135 0 0	
Latrine	394 5 3	
Ticket counter	100 0 0	
Name boards	100 0 0	
Roads approach to Station buildings	100 0 0	
Quarters for Police	1,866 0 0	
Weighing Machine	232 3 0	
Ashpit	2,308 1 6	
Station and Office furniture	819 3 0	
Electric telegraph	256 0 1	
Fencing Station yard	1,835 9 5	
		49,252 1 3
TOTAL	...	76,429 1 3

SCHEDULE II.

Cost of joint works in use between the Rajputana-Malwa Railway and the Nagda-Ujjain Railway from the point of entry on Rajputana-Malwa Railway land to the west distant signal at Ujjain (excluding the Sipra Bridge), interest and maintenance charges on which, at the rates specified below, are to be divided between the Rajputana-Malwa Railway and the Nagda-Ujjain

* Confirmed by the Board of Directors of the Bombay, Baroda and Central India Railway in letter No. 391, dated the 30th March 1900.

Railway in proportion to the weight of traffic of each line which passes over the section, *vide* Clause 9 (*b*) of the Agreement.

Description of works.	Cost.	Total.	
	₹	₹	
At 9 per cent. per annum.			
Original works.			
Ballast	6,447		
New works.			
Ballast and permanent-way	20,188		
		26,635	
At 6½ per cent. per annum.			
Original works.			
Earthwork	55,922		
Minor Bridges	394		
Level crossings	2,164		
Fencing	6,716		
New works.			
Sipra North distant signal	262		
New cabin for interlocking arrangements	2,614		
Interlocking apparatus	1,804		
Quarters for Sipra Bridge watchmen and sentry boxes	364	...	Sentry boxes not yet provided.
Two armed distant signal with lamps and spectacles	1,155		
Signalling hut	1,752		
		73,747	
TOTAL	...	99,782	

SCHEDULE III.

Cost of works constructed at Ujjain by Rajputana-Malwa Railway for the exclusive use of the Nagda-Ujjain Railway, interest charges on which, at the rates specified below, are to be apportioned between the Bombay, Baroda and Central India Railway and the Nagda-Ujjain Railway, in the manner laid down in Clause 9 (*c*) of the Agreement.

Particulars.	Cost of works.		
	Estimated.	Actual.	
	₹	₹	
*** At 4 per cent. per annum.**			
Carriage and Wagon Stores Office	1,822	1,607	
Six units quarters for running room for native guards	2,100	1,892	
Two additional units for running room for native guards	1,241	...	Not yet done.
Eight units Locomotive menials' quarters	1,914	1,329	
	7,077	4,828	
Add supervision at 10 %	707	483	
TOTAL	7,784	5,311	

N.B.—Works between the south distant signal and south new advance points are joint, and have been dealt with in the Schedules for joint works for the Rajputana-Malwa Railway, Nagda-Ujjain Railway and Ujjain-Bhopal Railway.

* NOTE.—In addition to this 4 per cent. the Bombay, Baroda and Central India Railway will pay the Rajputana-Malwa Railway 2½ per cent for maintenance of the buildings.

APPENDIX R.

Memorandum of Agreement between the BENGAL CENTRAL RAILWAY COMPANY (hereinafter called the BENGAL CENTRAL RAILWAY) and the EASTERN BENGAL STATE RAILWAY (hereinafter called the EASTERN BENGAL STATE RAILWAY) for the interchange of traffic at RANAGHAT AND DUM-DUM JUNCTION, and for the use in common by both railways of the EASTERN BENGAL STATE RAILWAY'S EXISTING STATIONS AT RANAGHAT AND DUM-DUM JUNCTION; also for additions and alterations which may be required thereat, from time to time, for the traffic of both railways, as well as for the maintenance and renewal of the joint station and the working of the traffic of the two railways at those stations.

CLAUSE 1.

Term of Agreement.

Unless where otherwise specially provided, this Agreement shall come into force from the 1st January 1897, and shall continue until the expiration of not less than six months' notice, which may be given by either railway at any time, but which is to expire only on the thirtieth of June or the thirty-first of December in any year.

CLAUSE 2.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement, to bear the meaning and interpretation named below, namely :—

I.—Stations, traffic, vehicles, rates, fares, etc., of the Bengal Central and Eastern Bengal State Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways* with which the Bengal Central and Eastern Bengal State Railways may respectively have through traffic arrangements from time to time.

II.—Eastern Bengal State Railway local traffic means all traffic booked or invoiced between Dum-Dum Junction or Ranaghat Junction stations and any station and *vid* any station on the Eastern Bengal State Railway.

III.—Bengal Central Railway local traffic means all traffic booked or invoiced between Dum-Dum Junction or Ranaghat Junction station and any station and *vid* any station of the Bengal Central Railway.

IV.—Interchanged traffic means all traffic booked or invoiced through between any station and *vid* any station other than Dum-Dum Junction or Ranaghat of the Eastern Bengal State Railway, and any station and *vid* any station other than Dum-Dum Junction or Ranaghat of the Bengal Central Railway. †

V.—Eastern Bengal State Railway through traffic means all traffic of the Eastern Bengal State Railway between places on the Eastern Bengal State Railway on either side of Dum-Dum Junction or Ranaghat Junction station, including East Indian Railway traffic run over the Eastern Bengal State Railway and Bengal Central Railway coaching traffic run over the Eastern Bengal State Railway under the Running Powers Agreements.

VI.—The joint station staff means all staff of all kinds employed in working traffic through and in and out of the joint stations, and includes Goods and Coaching Clerks, Telegraph Signallers (if the Telegraph Office is joint), Police, Pointsmen, Shunters, menials and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VII.—Running staff means and includes Drivers, Firemen, Guards, Brakesmen and all other staff that may be employed, from time to time, in the actual working of trains.

VIII.—Trains mean and include Engines, whether with or without brake-vans or other vehicles.

IX.—Traffic receipts mean and include the receipts for all Coaching and Goods traffic, and all other earnings at the joint station. In the case of telegrams sent from Dum-Dum and Ranaghat to and *vid* the Bengal Central Railway stations, the receipts will be paid to the Bengal Central Railway; and the receipts for telegrams to and *vid* Eastern Bengal State Railway stations will be paid to the Eastern Bengal State Railway. As regards telegrams between other stations on the two Railways sent by the public, the station of origin will retain all charges.

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* Both Railways will book traffic to and from either line through in conjunction with all steamer services with which they have through booking arrangements.

† Downward Coaching traffic between Stations on the Bengal Central Railway and Stations south of Calcutta shall be considered as interchanged at Calcutta, and the Bengal Central Railway shall retain all fares and freights between Bengal Central Railway Stations and Calcutta. Similarly such upward Coaching traffic shall be considered interchanged at Dum-Dum Junction and the Eastern Bengal State Railway shall retain all fares and freights between Calcutta and this Station.

X.—The joint station expenses mean all the expenses which the Eastern Bengal State Railway may incur in working the station, including the provision of stationery, forms, etc., required for joint purposes, the cost of lighting the station and lighting the signals, the cost of cleaning and conservancy, the cost of shunting, rent and maintenance of telegraph instruments and batteries and other charges of the Government Telegraph Department (if the Telegraph Office is joint) in connection with the telegraph within joint station limits and all other expenses of all sorts, incidental to or connected with the proper working of the station, whether referred to in this agreement or not and also interest on the Capital cost of the joint station premises. The balances due to the Eastern Bengal State Railway on joint station accounts shall be paid within a fortnight of submission. The Examiner of Accounts, Eastern Bengal State Railway, will submit a bill two months after the close of each half-year accompanied by a statement giving full details of the manner in which the charges are arrived at. The cost of transhipping goods and parcels at the junctions shall be divided equally between the Eastern Bengal State Railway and the Bengal Central Railway.

The cost of loading, unloading, transhipping and otherwise handling goods by a staff specially employed and paid for this work to be excluded from the joint account and to be divided between the two Railways according to the actual work done for each Railway.

XI.—The maund is considered, for all the purposes of this Agreement, as consisting of 82·29 pounds, and the ton as consisting of 27·22 maunds. Except in the case of the interchange of stock under the Conference Rules when the ton is to be taken as 27 maunds.

CLAUSE 3.

Joint station construction, maintenance, rent, provisions of permanent way, etc., etc.

I.—The Eastern Bengal State and Bengal Central Railways' existing works and premises to be used in common, for joint purposes, by both railways, shall be those which are mentioned in schedules I and II, attached to this Agreement.

II.—The Eastern Bengal State Railway and Bengal Central Railway shall, from time to time, provide the amount chargeable to Capital which is required to be expended, upon additions and alterations (for joint use of the two railways) of the existing premises as they are defined in the schedule referred to in para. one of this clause, and upon new premises or works, which may have to be provided for joint use, within the limits of the joint station.

All such new works and additions, and alterations shall be executed by the Eastern Bengal State and Bengal Central Railways, upon plans and estimates, which shall be agreed to by both railways before the work is commenced.

III.—An annual rent at the rate of six and-a-half per cent. shall be charged by the Eastern Bengal State and Bengal Central Railways to the joint station expenses account upon the expenditures shown in the schedule I, and an annual rent of nine per cent. upon that shown in schedule II, referred to in para. one of this clause, and upon the cost of alterations, and additions, rentals to cover all and of new works to be provided under the provisions of para. 2 of this clause. These annual charges for interest and maintenance of structures and renewals and Permanent-way, respectively. No charge shall be made to the joint account in respect of renewal of furniture or working plant included in schedule I other than the above percentage.

IV.—Any expenditure on minor works which may be required from time to time for joint use of both railways and upon minor additions and alterations of existing premises which is chargeable to Revenue under the rules in force from time to time on the Eastern Bengal State Railway and which may have been jointly agreed upon by the joint users of the junction station shall be debited to joint station expenses.

V.—Within its own boundary each railway will provide and maintain, at its own cost all such accommodation as may be required for its own exclusive use, and each railway will provide its own Permanent Way and Signals. Within the boundary of the Eastern Bengal State and Bengal Central Railways, the Eastern Bengal State and Bengal Central Railways respectively shall provide all accommodation and structures of all descriptions, and the Bengal Central and Eastern Bengal State Railways shall pay the whole of the rent as specified in clause 3, para. III, on the accommodation and structures exclusively used by them, as mentioned in schedule III, attached to this Agreement and on any such accommodation and structures as may hereafter be provided.

CLAUSE 4.

Compensation for expenditure on joint station works.

Upon the termination of this Agreement, or in the event of works provided under this Agreement being no longer required by either railway for joint purposes the amount of compensation to be paid by either railway, to the other railway for expenditure incurred, shall be determined by mutual agreement or, if necessary, by arbitration, as provided for herein. Each Railway will on the termination of this agreement take over and pay for the works provided for its exclusive use.

CLAUSE 5.

Joint station limits.

The distant signals on the Eastern Bengal State Railway on each side of the station and the distant signal on the Bengal Central Railway shall be considered and accepted as the limits of the joint stations, and all signals within

the joint station, as well as the distant signals, shall be worked by the Eastern Bengal State Railway.

CLAUSE 6.

Joint station staff.

I. (*a*)—The staff for working the joint station shall be appointed and controlled by the Eastern Bengal State Railway, and charged to the joint station expenses account.

(*b*)—The monthly cost of the permanent staff shall be from time to time agreed on between the two Railways and embodied in a Schedule called "Joint Staff," and signed by the Heads of the Traffic Departments of the two Railways, within which limits the Eastern Bengal State Railway has power to adjust the expenditure, as necessary. But this provision does not include the subordinate station staff at less than R20 per mensem, which staff is to be employed by the Eastern Bengal State Railway on joint station account as may be necessary from time to time.

(*c*)—In the event of the traffic necessitating immediate increase of the staff above the expenditure of the fixed Schedule, the Traffic Superintendent of the Eastern Bengal State Railway may make provisional arrangements subject to the subsequent approval of the Bengal Central Railway.

II.—The whole of the staff of the Bengal Central Railway while within the limits of the joint station premises and sidings used for traffic purposes, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Eastern Bengal State Railway, who shall have the same rights and control over the staff of the Bengal Central Railway while within the limits of the Dum-Dum Junction or Ranaghat stations as if they were the staff of the Eastern Bengal State Railway itself. But instructions on matters of detail in connection with trains and traffic of the Bengal Central Railway may be given direct by the Assistant Traffic Superintendent of that railway to the Station Master at the junction stations.

III.—The joint station staff will deal with all through traffic, and also all local traffic of both railways if conducted within the limits of the joint station; and the traffic of the two railways shall be dealt with in the same manner as if it belonged to one only, no preference being given to that of either Railway.

CLAUSE 7.

Accidents and losses.

All damage or accidents in which the stock of both Railways is concerned and which may be caused by the joint station staff to the stock of the two Railways or to their trains and traffic within the limits of the joint station and all damages and losses other than the foregoing however they may arise which either Railway may sustain or be put to in consequence of the acts of the station staff within the limits of the joint station shall be charged to the joint station expenses account.

II.—Each railway shall be responsible for damage or accidents caused by its own running staff within the limits of the joint station.

III.—Notice of all accidents, damages, losses, etc., which may occur within the limits of the joint station shall be sent, in accordance with the rules in force for reporting accidents on the Eastern Bengal State Railway, from time to time, to the officers of both railways immediately such accidents, loss, etc., occur.

CLAUSE 8.

Through booking of traffic.

Coaching and goods traffic of every kind shall be freely interchanged between the two railways, with such special restrictions as may be, from time to time, agreed to by the Heads of the Traffic Departments of both railways, and subject to the following conditions, namely:—

(*a*) All packages of less than fourteen seers in weight shall be booked through as parcels.
(*b*) The minimum charge upon goods traffic booked through shall be eight annas.
(*c*) No less charge than two annas shall be made upon parcels traffic booked through.
(*d*) The minimum charge for goods, parcels, dogs, etc., shall be divided in mileage proportion except where otherwise specially agreed upon.
(*e*) In the case of parcels traffic when the sum of the charges at the local rates over each line separately, is more than the through charge at the higher rate, the latter shall be adopted and apportionment made in Audit in the ratio of distance the parcel is carried over each line subject to Sub-clause *d*.

CLAUSE 9.

Through rates and fares.

I.—Each railway shall supply the other, from time to time, with the rates and fares for interchanged traffic between Dum-Dum Junction and Ranaghat and their respective stations. Unless where otherwise specially provided, the through rates and fares shall be, in all cases, the sum of the rates and fares of each railway to and from Dum-Dum and Ranaghat Junctions as may be so advised, and shall include terminals, and cartage (if and when that is performed) of both railways. No terminal or transhipment charge to be levied by either railway at Dum-Dum Junction and Ranaghat Junction, on interchanged traffic, that is, not more than one terminal will be included in each railway's rate list supplied for the purpose of through booking. No terminal to be levied by the Eastern Bengal State Railway on cross traffic to or from the Calcutta Port Trust Railway or the East Indian and connected Railways.

II.—No alteration of rates or fares or classification affecting the interchanged traffic shall be made by either railway without notice in writing to the other in accordance with the ruling

contained in Regulations 31 & 32 of the proceedings of the Conference of 1893, subject to modification of the ruling by a subsequent Conference; and such notices shall be given so as to come into force only on the first day of a month, and only by the Head of the Traffic Department of one railway to the Head of the Traffic Department of the other.

III.—Each railway shall supply to the joint station staff, from time to time, its rates and fares and charges for local traffic to and from the joint station.

CLAUSE 10.

Collection of through and local charges.

I.—Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon interchanged traffic.

II.—The receiving station shall check the invoices and parcels way-bills and be responsible for collecting any amounts that may be undercharged, whether booked "Paid" or "To Pay," with the following exceptions, which must be collected in full by the sending Railway, namely :—

(*a*) Charges on live-stock of every description.
(*b*) Charges on all articles, goods or parcels which, according to the rules of the forwarding Railway, are required to be prepaid.
(*c*) Charges on Commissariat Ordnance, Medical or other Government stores which are booked on credit note, or which may be prepaid.
(*d*) Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages, and charges for insurance.
(*e*) Charges on all articles booked and carried in charge of the owner.
(*f*) All errors under one rupee in freight paid by credit notes other than those referred to in exception (*c*) and all undercharges on specie.

III.—The receiving station shall not reduce the weight of articles or the charges below what is mentioned on the invoice or way-bills, without the consent of the forwarding Railway, but errors in classification, or rate or calculation may be corrected.

IV.—The joint station staff shall collect all the fares, rates, and charges of both Railways due on local traffic to and from the joint station, and these charges, etc., shall be paid to each Railway in such manner, as may be arranged, from time to time, between the authorities of the two Railways.

CLAUSE 11.

Compensation.

I.—Claims for compensation, not arising from any act or negligence of the joint station staff, shall be settled and paid by the Railway in whose custody the loss or damage occurred.

II.—When the responsibility for loss or damage cannot be satisfactorily determined under Conference Regulation 35 of 1893, the claim may be debited to the joint station expense account, or divided in mileage proportion by mutual consent of the Heads of the Traffic Departments of the two Railways.

III.—All damages or deficiencies in parcels or goods traffic shall be brought to the notice of the authorities of the two Railways, as soon as they are discovered, in such manner as may be agreed upon by the Heads of the Traffic Departments from time to time.

IV.—Specific recoveries from the joint staff shall be credited to the claims on account of which they may be made.

V.—But in the case of traffic to and from Stations on the Port Commissioners' Railway the above four sections would be subject to the agreement between the Commissioners for the Port of Calcutta and the Eastern Bengal State Railway.

CLAUSE 12.

Telegrams.

Telegrams relating to the Joint business of the two Railways shall be interchanged free between the two Railways.

CLAUSE 13.

Division of receipts.

I.—The division of the receipts on interchanged traffic as defined in clause 2 IV shall be carried out weekly, by the Audit offices of the two Railways, without reference to the end of a month, except that when the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month and another from the first day of the next month up to and including the second Saturday of that month.

II.—The weekly accounts shall be made up to, and shall include, the Saturday in each week, and settlement shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in para. one of this clause, and each Railway shall have in division, its own rates and fares, except in the case of minimum charges, which shall be divided as provided in para. (*d*) of clause eight of this Agreement, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice, shall be adjusted in subsequent accounts.

III.—Each Railway shall account for all inward interchanged traffic within six weeks from the date the invoices pass the junction.

CLAUSE 14.

Tickets, returns, inspection of accounts, etc.

I. Each Railway shall provide the tickets, forms, etc., required for its own traffic at the joint station.

II.—The Dum-Dum Junction and Ranaghat station books shall be kept by the joint staff, but all such books and all through goods, and all Joint station premises and works shall be at all times open to inspection by an authorized official of either Railway.

CLAUSE 15.

Watering and greasing and oiling rolling stock.

I. Each Railway shall make its own arrangements for watering its own engines and also for greasing and oiling and examining and repairing its own engines and other rolling stock at the joint stations.

II. Each Railway shall also supply lamps, oil, wicks, etc., for lighting its own trains, the work of lighting the vehicles being done however by the joint staff.

III. Each Railway respectively may provide and maintain its own Telegraph instruments and staff for working the Telegraph at Dum-Dum and Ranaghat Junctions, and may do all its own train signalling and other signalling work, under arrangements to be settled by the Heads of the Traffic Departments of the two Railways.

CLAUSE 16.

Lost and unclaimed property, rents, etc.

All sums which may be realized by the sale of lost and unclaimed and damaged property; for rent of refreshment rooms; for licenses for the sale of fruit, sweetmeats, etc.; for the sale of manure; and all other incidental receipts at the joint stations, shall be credited to the joint station expenses account.

CLAUSE 17.

Division of joint station expenses.

The amount to be paid in respect of the Eastern Bengal State Railway through traffic (as defined in para. V of Clause 2 of this Agreement), with which the Bengal Central Railway is not concerned, is defined in the note to Schedule A attached hereto, and shall be paid by the Eastern Bengal State Railway. The remainder of the joint station expenses shall be apportioned equally between the Eastern Bengal State and Bengal Central Railways.

CLAUSE 18.

Adoption of rules of Railway Conference of 1893.

I. The rules for the interchange of traffic and rolling stock between Railways, as adopted at the Railway Conference of 1893, shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Director of Railway Traffic in accordance with the rules of procedure, or by mutual consent.

II. No rolling stock which does not conform to the standard dimensions prescribed by the Government of India shall be tendered for interchange unless the formal sanction of the Government of India has been obtained to the use of each pattern of vehicle infringing such dimensions on the lines over which it is booked to run.

CLAUSE 19.

Damageable goods in open trucks.

Goods loaded in open trucks.—No goods damageable by fire or water shall be allowed to leave the line of the owning Railway in open wagons except under special arrangement, subject to the provisions of Conference Rule.

II. When open trucks laden with damageable goods are accepted, the receiving Railway shall become liable for subsequent damage, provided the goods are handed over under a written description implying that they are damageable by fire, water or atmospheric causes.

Transhipment of Goods.

III. All transhipped goods and parcels at Dum-Dum Junction and Ranaghat shall be checked by and the work performed by the Eastern Bengal State Railway, the cost being divided as provided in Clause 2 X. But if one Railway orders transhipment of wagons loaded with over 81 maunds for its own purposes, that Railway shall pay the cost, and if the stock of one Railway is rejected by the other Railway as not conforming to the standards as to dimensions, tare, etc., prescribed by the Government of India, the cost of transhipment shall be borne by the railway whose stock is rejected. Provided always that no stock of either railway, the construction capacity and gross wheel weight of which is in accordance with Government regulations, shall be rejected by the other railway, unless it be badly loaded, damaged, or from any other cause it becomes necessary to tranship its contents in accordance with Conference rules.

CLAUSE 20.

Number-taker's duties.

Number-takers.—A number-taker shall note the arrival and departure of every train passing the Junction and enter in writing in his books the number and description of every vehicle arriving at and leaving the station, giving trains and dates, and distinguishing in goods traffic empty from loaded and covered from open

vehicles, and furnishing the necessary returns for both Railways, such number-taker or takers to be joint servants of both Railways, and to work under instructions approved by the Heads of the Traffic Departments of both Railways.

CLAUSE 21.

Acceptance of statements.

1. Each Railway shall accept the statements of the other Railway with respect to the loads of wagons, unless the number-takers at the Junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which the sending Railway's statement shall be accepted.

Shunting charges.

2.—Each Railway shall do its own shunting, but should either of the two Railways require the services of a shunting engine belonging to the other Railway, payment shall be made to the owning Railway at the following rates :—

Each passenger and mail train one-half of an hour.
Each mixed and goods train one hour.

For general shunting, a charge will be made at the rate of 5 miles per hour at an average cost per train mile for Locomotive expenses, calculated on the actual expenses shown in the Eastern Bengal State Railway Revenue Account for the previous half year, plus 5 per cent. thereon to cover interest on the cost of Locomotive Stock used.

CLAUSE 22.

Notice of restriction of traffic.

If at any time either line should find itself unable, either from want of vehicle stock or from engine power, or from any other cause to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than 7 days) to the other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified. It is however to be understood that the traffic of both Railways is to be afforded equal facilities with regard to entrance to Calcutta.

CLAUSE 23.

Arbitration.

In case of any difference of opinion between the two railways as to the construction of any part of this Agreement, or as to its application to any particular case, either railway shall be entitled to call for an arbitration to be conducted in the usual way, each railway nominating its own Arbitrator, and should Arbitrators so appointed fail to agree, they, that is the arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both Railways, in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and, in such case, the decision of the one Arbitrator so appointed shall be binding upon both Railways.

CLAUSE 24.

This Agreement is to be subject to the sanction of the Board of Directors and the Government of India * as regards the Bengal Central Railway,† and to the sanction of the Government of India as regards the Eastern Bengal State Railway.

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* Confirmed in Government of India letter No. 639 R. T., dated the 4th July 1899.

† Approved by the Board of Directors of the Bengal Central Railway in letter No. 12, dated the 12th May 1899.

Note "A" to the Schedules referred to in Clause 17.

I. The present cost of staff at Sodepore Station, R203 per mensem, is to be deducted from the joint station expenses at Dum-Dum Junction and Ranaghat Junction, respectively.

II. The interest on cost of the Eastern Bengal State Railway permanent-way (rails and sleepers), not station machinery, on the Eastern Bengal State Railway main line and sidings at Dum-Dum and Ranaghat to be excluded in calculating joint station expenses.

III. The whole of the existing Eastern Bengal State Railway staff quarters at Dum-Dum and Ranaghat for the Traffic Station staff to be also excluded.

IV. The balance of expenditure on the portions jointly used to be divided half and half.

V. The portions of the yards and lines jointly used by both railways are defined as follows :—

At Dum-Dum Junction, from the covering points of the Bengal Central Railway to the starting signal on the down Eastern Bengal State Railway platform, excluding the up line.

At Ranaghat Junction, from the covering points of the Bengal Central Railway to both the junction points on the down line, excluding the Bengal Central Railway locomotive lines and appliances.

SCHEDULE I.

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Bengal Central Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and the Estern Bengal State Railway in accordance with clause 17 and note "A" attached hereto :—

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
(a) Works at Dum-Dum Junction—			
Earthwork	50,000	6½ %	1,625 0 0
20 ft. girder bridge	8,000	,,	260 0 0
6 ft. arched culvert	7,000	,,	227 8 0
Fencing	2,200	,,	71 8 0
Signals, including main and disc	1,200	,,	39 0 0
Points lodge, etc.	150	,,	4 14 0
Points and crossings	1,700	,,	55 4 0
(b) Works at Ranaghat—			
Earthwork	1,500	,,	48 12 0
Fencing	900	,,	29 4 0
Platform	2,500	,,	81 4 0
Pointsmen's lodges (2)	800	,,	26 0 0
Signals, disc (3)	450	,,	14 10 0
Points and crossings	3,000	,,	97 8 0
TOTAL	79,400	6½ %	2,580 8 0

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Eastern Bengal State Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and Eastern Bengal State Railway in accordance with clause 17 and note "A" attached hereto :—

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
(a) Works at Dum-Dum Junction—			
Old works.			
Earthwork	8,342	6½ %	271 1 9
Fencing	500	,,	16 4 0
Station building with platform complete	8,000	,,	260 0 0
Boarding in the Ceilings of Station	303	,,	9 13 6
Points and crossings	820	,,	26 10 3
Disc signals	180	,,	5 13 6
New works.			
Shelter shed on down platform and pale and space fence on up and down platforms	2,433	,,	79 1 0
Over-bridge for foot passengers	3,597	,,	116 14 6
Waiting room for native females	424	,,	13 12 6
Down platform	6,884	,,	223 11 9
One unit latrine on down platform	104	,,	3 6 0
Basement for single unit latrine on down platform	99	,,	3 3 6
Diamond crossings	1,489	,,	48 6 3
Points and crossings	1,000	,,	32 8 0
Disc signals	145	,,	4 11 3
Signal interlocking arrangements	10,827	,,	351 14 0
Carried over	45,147	6½ %	1,467 3 9

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
Brought forward	45,147	6½ %	1,467 3 9
(b) Works at Ranaghat—			
Old works.			
Station building with platforms	24,830	,,	806 15 6
Goods shed	6,629	,,	215 7 0
Earthwork	658	,,	21 6 0
Fencing	320	,,	10 6 3
Points and crossings	1,040	,,	33 12 9
Disc signal	540	,,	17 8 9
Junction main signal	700	,,	22 12 0
Carriage dock	1,500	,,	48 12 0
Ditto turn-table	1,740	,,	56 8 9
Junction arrangements with Bengal Central Railway—			
Points and crossings	315	,,	10 3 9
Works executed on Eastern Bengal State Railway land in accordance with the plan received from the Bengal Central Railway—			
Points and crossings	369	,,	11 15 9
Disc signal	254	,,	8 4 0
New works.			
Lengthening station siding 500 feet and connecting it with the present cross over line to Bengal Central Railway—			
Points and crossings	648	,,	21 1 0
Six-seated Horbury's patent latrine	259	,,	8 6 9
One unit latrines on up and down platforms	208	,,	6 12 0
Overbridge	3,365	,,	109 5 9
Shelter shed on down platforms	1 755	,,	57 0 6
Fence wall on western boundary of station	1,963	,,	63 12 9
Converting station master's quarters into gentlemen's and ladies' waiting rooms	117	,,	3 12 9
Shelves and counters for Booking Office	139	,,	4 8 3
Grouping points	827	,,	26 14 0
Total cost of Works	93,323	6½ %	3,032 14 0
Cost of Furniture and fittings in use at Dum-Dum and Ranaghat Junction	3,775	6½ %	122 11 0
GRAND TOTAL	97,098	6½ %	3,155 9 0

SCHEDULE II.

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Bengal Central Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and the Eastern Bengal State Railway in accordance with clause 17 and note ("A") attached hereto :—

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
(a) Permanent-way at Dum-Dum Junction—			
Permanent-way	23,000	9 %	1,035 0 0
Ballast	9,000	,,	405 0 0
(b) Permanent-way at Ranaghat—			
Permanent way	17,000	,,	765 0 0
Ballast	1,150	,,	51 12 0
TOTAL	50,150	9 %	2,256 12 0

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Eastern Bengal State Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and Eastern Bengal State Railway in accordance with clause 17 and note "A" attached hereto:—

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	₹		₹ a. p.
(a) Permanent-way at Dum-Dum Junction—			
Old works.			
Ballast	2,923	9 %	131 8 6
New works.			
Ballast	4,989	,,	224 8 0
(b) Permanent-way at Ranaghat—			
Old works.			
Ballast	7,838	,,	352 11 3
Junction arrangements with Bengal Central Railway—			
Ballast	2,360	,,	106 3 3
Works executed on Eastern Bengal State Railway land in accordance with the plan received from the Bengal Central Railway—			
Ballast	6,287	,,	282 14 6
New works.			
Ballast	2,567	,,	115 8 3
Lengthening station siding 500 feet and connecting it with the present cross over line to Bengal Central Railway—			
Ballast	811	,,	36 8 0
TOTAL	27,775	9 %	1,249 13 9

SOHEDULE III.

Cost of works and permanent-way provided by the Bengal Central Railway at Dum-Dum and Ranaghat, the interest and maintenance charge on which is debitable wholly to the Bengal Central Railway:—

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	₹		₹ a. p.
(a) Works at Dum-Dum Junction—			
Earthwork	9,000	6½ %	292 8 0
Fencing	1,200	,,	39 0 0
Signal, distant	600	,,	19 8 0
Temporary Staff-quarters	600	,,	19 8 0
Carried over	11,400	6½ %	370 8 0

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		*R* *a.* *p.*
Brought forward .	11,400	6½ %	370 8 0
(*b*) **Works at Ranaghat—**			
Earthwork	100	,,	3 4 0
Fencing	200	,,	6 8 0
Signal, distant	1,000	,,	32 8 0
Staff-quarters (3)	3,900	,,	126 12 0
Engine turn-table	10,000	,,	325 0 0
Ashpit	800	,,	26 0 0
Water column	900	,,	29 4 0
Pipe connections	200	,,	6 8 0
Loco. well	1,000	,,	32 8 0
Tank-house	2,800	,,	91 0 0
(*c*) **Permanent-way at Dum-Dum Junction—**			
Permanent-way	4,300	9 %	193 8 0
Ballast	1,400	,,	63 0 0
(*d*) **Permanent-way at Ranaghat—**			
Permanent-way	5,200	,,	234 0 0
Ballast	350	,,	15 12 0
TOTAL .	43,550	...	1,556 0 0
Total works .	32,300	6½ %	1,049 12 0
Total Permanent-way .	11,250	9 %	506 4 0

List of Joint Staff at Dum-Dum Junction.

DESIGNATION.	No.	Amount.	REMARKS.
		R	
Station Master	1	45	
Assistant Station Masters	2	50	
Booking Clerks	2	40	
Ticket Collector	1	15	
Trains Clerks	6	158	
Number-takers	2	24	
Signaller in charge	1	30	
Signallers	3	45	
Switch Jemadars	4	52	
Lampman	1	8	
Signalman	1	8	
Porters	5	35	
Watchmen	5	35	
Sweeper	1	7	
Bhisty	1	7	
Tindals	2	22	
Jemadars	2	22	
Pointsmen	3	21	
Shunting Porters	6	48	
Peons	2	13	
Female attendant	1	6	
Assistant Station Master	1	30	
Signallers	2	32	For busy season only.
Number-taker	1	12	For busy season only.
Jemadars	2	20	For busy season only.
TOTAL .	...	785	

List of Joint Staff at Ranaghat Junction.

Designation.	No.	Amount.	Remarks.
		₹	
Station Master	1	40	
Assistant Station Master	1	30	
Booking Clerks	3	56	
Statistical Clerk	1	30	
Trains Clerk	2	27	
Goods Clerk	1	20	
Number-taker	1	10	
Signaller in charge	1	19	
Signallers	3	50	
Native Gunner	1	14	
Jemadars	2	22	
Signalmen	2	16	
Pointsmen	5	35	
Watchman	1	7	
Lampman	1	8	
Hindu Waterman	1	6	
Bhisty	1	6	
Porters	9	59	
Gatemen	2	10	
Female attendant	1	7	
Sweepers	2	14	
Telegraph Peon	1	7	
Statistical Clerk	1	20	For busy season only.
Trains Clerk	1	17	
Total	...	530	

List of Staff at Sodepore Station.

Designation.	Amount.		Remarks.
	No.	Pay.	
		₹	
Station Master	1	50	On sick leave.
Assistant Station Master	1	25	
Booking Clerk	1	20	
Signallers	2	32	
Jemadar	1	10	
Signalmen	2	16	
Lampman	1	8	
Porters	5	30	
Gateman	1	5	
Female attendant	1	7	
Total	16	203	

List of furniture and fittings in use at Dum-Dum Junction and their approximate value.

Names of Articles.	Nos.	Rate.			Amount.			Remarks.
		R	a.	p.	R	a.	p.	
Almirah	1	22	0	0	22	0	0	
Badge, coolies	6	0	8	0	3	0	0	
Do., Eastern Bengal State Railway	5	0	8	0	2	8	0	
Bag, leather, for cash	3	1	0	0	3	0	0	
Barrow, luggage, two-wheeled	1	20	0	0	20	0	0	
Belf, station, rail-piece	2	0	8	0	1	0	0	
Do., do., hand	1	4	0	0	4	0	0	
Do., do., engine	1	7	0	0	7	0	0	
Belt, peon	5	0	8	0	2	8	0	
Bench, cast iron	7	17	8	0	122	8	0	
Boards, direction, of sorts	8	2	8	0	20	0	0	
Do., fare list	1	1	0	0	1	0	0	
Do, public notice	8	4	0	0	32	0	0	
Do., Railway Act	1	4	0	0	4	0	0	
Do., Condition of coaching tariff	1	4	0	0	4	0	0	
Box, collected tickets	1	1	0	0	1	0	0	
Do., wooden, office	2	5	0	0	10	0	0	
Do., stationery	1	6	0	0	6	0	0	
Do., message	1	3	0	0	3	0	0	
Do., type ticket dating machine	2	...			...			See the item of dating press.
Brush, telegraph instrument	1	0	8	0	0	8	0	
Buckets	5	1	4	0	6	4	0	
Case, ticket	1	55	0	0	55	0	0	
Do., do. stock	1	72	0	0	72	0	0	
Cash, safe	1	50	0	0	50	0	0	
Chains, safety	12	2	8	0	30	0	0	
Chairs	5	4	8	0	22	8	0	
Clock	3	100	0	0	300	0	0	
Coin testor	1	1	0	0	1	0	0	
Date indicator	1	0	8	0	0	8	0	
Desk, writing	1	8	0	0	8	0	0	
Feeder, oil	1	0	6	0	0	6	0	
Funnel, tin	1	0	2	0	0	2	0	
Filter	1	80	0	0	80	0	0	
Ink-stand, wooden	8	0	4	0	2	0	0	
Key, carriage	6	0	10	0	3	12	0	
Knife	3	0	3	6	0	10	6	
Ladder	2	0	8	0	1	0	0	
Lamp, hand signal	18	4	8	0	81	0	0	
Do., hurricane	3	2	12	0	8	4	0	
Do., wall	2	5	0	0	10	0	0	
Do., platform	10	12	0	0	120	0	0	
Do., office table	1	10	0	0	10	0	0	
Do., over-bridge	2	12	0	0	24	0	0	
Do., semaphore	9	10	0	0	90	0	0	
Lock, country, pad	9	0	12	0	6	12	0	
Do., japanned	10	1	4	0	12	8	0	
Do, imitation, brass	3	1	0	0	3	0	0	
Lota, brass	1	1	0	0	1	0	0	
Measure, tin, for oil	1	0	8	0	0	8	0	
Nipper, ticket	1	2	10	0	2	10	0	
Pot, gum	1	0	2	0	0	2	0	
Press, ticket dating, complete, with type boxes	2	82	0	0	164	0	0	
Purdah	1	6	0	0	6	0	0	
Ruler, office	5	0	8	0	2	8	0	
Rack, papers	2	16	0	0	32	0	0	
Scissors, pair	5	0	10	0	3	2	0	
Carried over	...	...			1,479	8	6	

List of furniture and fittings in use at Dum-Dum Junction, and their approximate value—concluded.

Names of Articles.	Nos.	Rate.	Amount.	Remarks.
		₹ a. p.	₹ a. p.	
Brought forward	...	...	1,479 8 6	
Seal, station	2	1 0 0	2 0 0	
Book-shelf	1	18 0 0	18 0 0	
Sprags	15	0 8 0	7 8 0	
Stand, battery	1	5 0 0	5 0 0	
Stools, wooden	15	1 2 0	16 14 0	
Stamp, rubber	1	0 8 0	0 8 0	
Table, flat	2	10 0 0	20 0 0	
Table, camp	2	8 0 0	16 0 0	
Do., lamp cleaning	1	4 0 0	4 0 0	
Do., with drawers	2	12 0 0	24 0 0	
Do., without drawers	2	10 0 0	20 0 0	
Tank, oil	1	30 0 0	30 0 0	
Tumbler	1	0 8 0	0 8 0	
Weighing machine complete, with weights (weight 7)	1	130 0 0	130 0 0	
TOTAL	...	...	1,773 14 6	

List of furniture and fittings in use at Ranaghat, and their approximate cost.

Names of Articles.	Nos.	Rate.	Amount.	Remarks.
		₹ a. p.	₹ a. p.	
Almirah	4	22 0 0	88 0 0	
Badge, S. M.	2	0 8 0	1 0 0	
Do., coolies	8	0 8 0	4 0 0	
Bag, leather, for cash	4	1 0 0	4 0 0	
Barrow, luggage	1	20 0 0	20 0 0	
Bell, call, Telegraph	1	1 0 0	1 0 0	
Do., station, hand	1	4 0 0	4 0 0	
Do., rail-piece	1	0 8 0	0 8 0	
Do., engine	1	7 0 0	7 0 0	
Bench, wooden	6	10 0 0	60 0 0	
Do., iron	2	17 8 0	35 0 0	
Board, direction, of sorts	8	2 8 0	20 0 0	
Do., fare list	1	1 0 0	1 0 0	
Do., public notice	8	4 0 0	32 0 0	
Do., Railway Act	1	4 0 0	4 0 0	
Do., Telegraph Act	1	4 0 0	4 0 0	
Do., transfer chart	1	4 0 0	4 0 0	
Do., time table	3	4 0 0	12 0 0	
Brush, Telegraph instrument	1	0 8 0	0 8 0	
Bucket	15	1 4 0	18 12 0	
Case, ticket	1	55 0 0	55 0 0	
Do., ticket stock	1	72 0 0	72 0 0	
Cash, safe	1	50 0 0	50 0 0	
Chain, gate	4	2 8 0	10 0 0	
Do., safety	5	2 8 0	12 8 0	
Chair	10	4 8 0	45 0 0	
Clip, line clear	2	0 8 0	1 0 0	
Clock, station	2	100 0 0	200 0 0	
Coin testor	1	1 0 0	1 0 0	
Commode, with pan	3	6 0 0	18 0 0	
Carried over	...	...	785 4 0	

List of furniture and fittings in use at Ranaghat, and their approximate cost—concluded.

Names of Articles.	Nos.	Rate.			Amount.			Remarks.
		R	a.	p.	R	a.	p.	
Brought forward	...	...			785	4	0	
Clamp, for points	8	2	8	0	20	0	0	
Counter, with drawers	2	20	0	0	40	0	0	
Date indicator	1	0	8	0	0	8	0	
Screw driver	1	1	0	0	1	0	0	
Drum, oil	2	2	0	0	4	0	0	
Filter	1	80	0	0	80	0	0	
Flag, signal	9 sets.	0	5	0	2	13	0	
Funnel, tin	1	0	2	0	0	2	0	
Glass, looking	1	6	0	0	6	0	0	
Hammer, hand	1	1	0	0	1	0	0	
Horse, towel	2	6	0	0	12	0	0	
Ink-stand	4	0	4	0	1	0	0	
Jug, water	2	1	0	0	2	0	0	
Key, carriage	7	0	10	0	4	6	0	
Knife	1	0	3	6	0	3	6	
Kodali	2	1	0	0	2	0	0	
Ladder, step	1	4	8	0	4	8	0	
Lamp, disc	6	10	0	0	60	0	0	
Do., hand signal	12	4	8	0	54	0	0	
Do., platform	17	12	0	0	204	0	0	
Do., table	1	10	0	0	10	0	0	
Do., semaphore	5	10	0	0	50	0	0	
Do., Ticket Collector	1	1	0	0	1	0	0	
Do., wall	2	5	0	0	10	0	0	
Lock, country	6	0	12	0	4	8	0	
Do., Hobbs'	12	2	12	0	33	0	0	
Do., imitation, brass	7	1	0	0	7	0	0	
Lota, brass	1	1	0	0	1	0	0	
Map	1	4	0	0	4	0	0	
Nipper, ticket	2	2	10	0	5	4	0	
Press, ticket dating	2	82	0	0	164	0	0	
Purdah	5	6	0	0	30	0	0	
Rack, coupling	2	15	0	0	30	0	0	
Do., hat	1	1	0	0	1	0	0	
Ruler, office	1	0	8	0	0	8	0	
Jack screw	1	20	0	0	20	0	0	
Scissors, pair	1	0	10	0	0	10	0	
Scotch	2	1	0	0	2	0	0	
Seal, station	1	1	0	0	1	0	0	
Book shelf	4	18	0	0	72	0	0	
Sprag	3	0	8	0	1	8	0	
Stand, basin	2	3	0	0	6	0	0	
Do., battery	1	5	0	0	5	0	0	
Stools	5	1	2	0	5	10	0	
Table, Telegraph	2	10	0	0	20	0	0	
Do., lamp cleaning	1	4	0	0	4	0	0	
Do., oil draining	2	2	0	0	4	0	0	
Do., writing, with drawers	2	12	0	0	24	0	0	
Do., do., without drawers	1	10	0	0	10	0	0	
Do., camp	1	8	0	0	8	0	0	
Table, round	2	8	0	0	16	0	0	
Tank, oil	1	30	0	0	30	0	0	
Tub, wooden	3	0	8	0	1	8	0	
Tumbler	1	0	8	0	0	8	0	
Utensil, chamber	3	1	0	0	3	0	0	
Weighing machine	1	130	0	0	130	0	0	
Weights for machine	7							
Total	...	...			2,000	12	6	

APPENDIX S.

Memorandum of Agreement* for the working of the METRE GAUGE LINE OF RAILWAY in the PROVINCE OF KÁTHIÁWÁR, known as the DHRANGADRA RAILWAY and extending from WADHWAN Junction to DHRANGADRA over 20·62 miles.

1. WHEREAS under Clause 59 of a Working Agreement† entered into on the 28th November 1896 between the several Proprietors of the Bhavnágar-Gondal Junagad-Porbandar Railway, known as the Primal System of Metre Gauge Railways in Káthiáwár, it is competent for the Board of Control of the said Bhávnagar-Gondal-Junagad-Porbandar Railway to undertake, on such terms as may in each case be determined, the working (as feeders to this system) of Branch lines in Káthiáwár having separate proprietary interests, the said Board of Control hereby undertake to work the said Dhrangadra Railway on the following terms and conditions:—

Preamble.

2. From and after the date on which the said Dhrangadra Railway shall, by constituted authority, have been declared open to traffic, and, as hereinafter provided, until the date on which this Agreement may be determined, the entire control of the said Dhrangadra Railway shall be continued, and the said Railway shall be worked by the said Board of Control in a manner every way similar to that in which the "Open System" of the Bhávnagar-Gondal-Junagad-Porbandar Railway is worked, due arrangements for the appointment of the Officers and Staff and provision in every other respect being made by the said Board. It is fully understood that this Cession of Control for the purposes of the working of the said line in combination with the general system of Metre Gauge Railways in Káthiáwár in no way militates against the proprietary independence of the said Dhrangadra Railway.

Cession of Line for Traffic.

3. All Acts, Codes, Rules, Fares Rates, Classification of Goods, etc., held now, and from time to time made applicable to the Primal System, shall also be valid on the said Dhrangadra Railway, and the said Board of Control shall be the lawful Board of Administration in respect thereto.

Laws, Codes, and Traffic Rules.

4. The said Dhrangadra Railway shall be properly constructed and of requisite stability; and also completely found in respect of Water-supply, Buildings, Stores and Appliances, Quarters for the Staff, Shops, Running Sheds, Drains, etc., necessary to admit of the due and proper working of the line, and the Board of Control shall be free of all responsibility in respect of the stability and equipment of the line, as existing at the time of assuming control under Clause 2. All defects then existing, or subsequently arising, being made good by the Board of Control at the risk and cost of the said Dhrangadra Railway after reasonable notice, provided that all defects due to management shall be made good at the cost of the Primal System.

Stability and Equipment of Line.

5. The ordinary Locomotive Engines and Rolling Stock, with the necessary equipments for the same sufficient for the traffic of the said Dhrangadra Railway, shall be supplied at a charge of 5 per centum on the gross earnings of the Dhrangadra Railway by the Bhavnagar Integral Railway. But any special heavy stock and plant for any special class of traffic shall be separately provided at the cost of the said Dhrangadra Railway.

Locomotive and Rolling Stock.

6. The Board of Control shall arrange, and be responsible, for the maintenance of Way and Works and Stations on the said Dhrangadra Railway.

Maintenance.

7. The Board of Control shall be responsible for the collection of all Rents and Revenues pertaining to the said Dhrangadra Railway, and all such collections shall be held to be hypothecated to the said Board of Control, until the dividend for each half-year has been declared and settlement thereof made. The settlement for the second half of each year shall be held to be final.

Should funds be, at any time, required for the said Dhrangadra Railway on Capital Account in pursuance of Clause 4 above, the Bankers for the Primal System shall, if desired by the Proprietor, advance the same on the security of the Rents and Revenues due to the said Dhrangadra Railway, on such terms as may be arranged between the said Bankers and said Railway.

Funds.

8. The Banking, Method of Accounting, and the submission of Accounts and Returns connected with the said Dhrangadra Railway, shall, in every respect be the same as arranged for the Integral Railways in the Primal System.

Banking and Accounts.

9. The Board of Control shall, from the funds in hand belonging to the said Dhrangadra Railway, deduct in payment of expenditure incurred:—

Payments.

(*a*) A sum equal to 40 per centum of the gross earning of the Dhrangadra Railway, to cover

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* Sanctioned in Government of India letter No. 771 R. T., dated the 14th August 1899.

† Printed as Appendix V to Part II of the Administration Report of Indian Railways for 1897-98.

all charges necessary for the proper superintendence, up-keep, and working of the said Dhrangadra Railway except those charges enumerated in (*b*) and (*c*) following.

(*b*) Actual expenditure incurred on the Maintenance of Way and Works and Stations, and Capital charges not met from advances arranged for under Clause 7.

(*c*) The charge for the use of Locomotives and Rolling Stock.

Revision of Cost of Working.

10. The deductions, based on gross earnings prescribed in the preceding clause, shall be held subject to a biennial revision.

Terminal charges.

11. The Terminal charges on *bonâ fide* local traffic over the said Dhrangadra Railway shall be credited to the earnings of the same. On traffic between the stations of the said Dhrangadra Railway and those of any other Railway terminal charges shall be divided equally between the forwarding station and the destination station.

Carriage of Mails.

12. The terms for the carriage of mails shall be, as already arranged; with Postal Authorities by the Board.

Currency.

13. The currency of British India and no other shall be accepted on the said Dhrangadra Railway.

Police and Magistracy.

14. Arrangements for law and order shall be made by the proprietor of the Dhrangadra Railway in communication with the Political Agent of Káthiáwár; while watch and ward will be dealt with as a traffic arrangement, and the cost met from the payment for general working expenses.

Extension.

15. Any extension of the said Dhrangadra Railway, beyond the limits mentioned in the opening paragraph above, shall, on receipt by the Board of Control of one month's previous notice, be worked in the same manner as under this Agreement provided.

Arbitration.

16. Any question of dispute which may at any time arise in carrying out this Agreement, or in meeting any new points connected therewith, shall be settled by arbitration, the Board of Control and the Proprietor of the Dhrangadra Railway each appointing an Arbitrator, and the Consulting Engineer to Government or an Officer from his Department, with the permission of Government, being Umpire.

Period of Agreement.

17. This Agreement shall hold good so long as the Working Agreement of the Bhávnagar-Gondal-Junagad-Porbandar Railway, dated 28th November 1896, alluded to in the opening paragraph above, is extant.

APPENDIX T.

Memorandum of an Agreement between the EAST COAST (STATE) RAILWAY (hereinafter called the EAST COAST RAILWAY) and the SOUTH INDIAN RAILWAY COMPANY, LIMITED (hereinafter called the SOUTH INDIAN RAILWAY), for the interchange and working of Through traffic only as distinct from their respective Local traffic at the Junction Station of Gudur.

PREAMBLE.

Each Railway will work its own local traffic outwards and inwards, both Coaching and Goods separately, by its own staff on its own premises. The two Railways will junction only for through traffic both Coaching and Goods interchanged between them on through tickets or through invoices. The through Coaching traffic will be interchanged over an overbridge joining the Passenger platforms of the two Railways, and the through Goods traffic will be interchanged over a Tranship platform, on one side of which the East Coast Railway, broad gauge, will have its sidings, and on the otherside of which, the South Indian Railway, metre gauge, will have its sidings. The said over-bridge and the said Tranship platform with their appurtenances are the joint premises referred to below, and the working thereof forms the subject matter of this agreement in the clauses which follow.

CLAUSE 1.

Duration of Agreement.—This agreement shall be considered as having effect from the first day of November 1898 and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from either Railway, such notice to expire only on the 30th June or 31st December in any year. Either Railway giving notice to the other to revise or cancel this Agreement shall furnish three months previous to the expiration of each notice a new draft agreement embodying all amendments and revisions proposed.

CLAUSE 2.

Interpretations of terms used.—Unless there is something contrary or repugnant in the context, the following terms throughout to bear the meaning and interpretation named below :—

(*a*) "*Stations, Traffic, Vehicles, Rates,*" *etc.*, mean and include Stations, Traffic, Vehicles, Rates, etc., not only of the East Coast Railway and the South Indian Railway, but those of other railways with which the East Coast Railway and the South Indian Railway may respectively have through traffic arrangements from time to time.

(*b*) "*Interchanged*" Traffic means all Traffic, Coaching or Goods, booked under through tickets, way-bills or invoices between or *viâ* stations on the East Coast Railway and any station or *viâ* any station on the South Indian Railway and railways worked by the Soute Indian Railway.

(*c*) "*Joint Station Staff*" means staff of all kinds, including Police employed on the joint business of the station, as per Appendix A, which shall be revised, if necessary, every six months by the two Railways.

(*d*) "*Running Staff*" means and includes Drivers, Firemen, Guards, Brakesmen and any other staff that may be employed in the actual working of trains.

(*e*) "*Trains*" mean and include Engines, whether with or without Brakevans or other vehicles.

(*f*) *The* "*Joint Station Expenses*" mean all expenses which the East Coast Railway may incur in working the interchanged traffic, including the provision of stationary, forms, etc., the lighting of the joint premises, the cost of cleaning and conservancy, as also all other expenses incidental to or connected with the working of the joint premises, and also rent and maintenance as defined in Clause 6 hereof.

CLAUSE 3.

Joint Premises.—These shall consist of the aforesaid overbridge and the Transhipment platform with its sheds and appurtenances provided by the East Coast Railway and detailed in Appendix B.

(*a*) The furniture and equipment of the joint station for the working of the interchanged traffic shall be those mentioned in Appendix C, which shall be revised every six months. The total amount of the two Appendices B and C shall be that on which rent is to be charged as provided for in Clause 6.

CLAUSE 4.

Joint Working Limits.—The limits of the joint premises for the purposes of working only shall be the Transhipment platform and the lines on either side of it both broad gauge and narrow gauge which are used for transhipment purposes as shown on the accompanying plan* Appendix D.

CLAUSE 5.

Capital Expenditure.—The East Coast Railway administration shall, from time to time, provide the amount chargeable to Capital which is required to be expended for the joint use of the two Railways working into the joint station upon additions and alterations of the existing works and premises, as defined in Appendix B, and upon new premises and works which may have to be provided for the joint use; all such new works and additions and alterations shall be executed upon plans and estimates which shall be agreed to by the two Railways before the work is commenced.

CLAUSE 6.

Rent.—Charges for rent and maintenance shall be levied at the rate of 6½ per cent. per annum on the cost as shown in Appendices B and C, of works, structures, machinery, tools, plant and furniture in joint use by the two Railways using the joint station, and also upon the cost of alterations and additions to the same, excepting those referred to in Clause 8 below.

CLAUSE 7.

Separate Way and Signals.—Under Clause 3, Appendix B, aforesaid, the joint works and premises shall embrace all and every the transfer sheds, platforms and all needful works appertaining to the efficient working of the station for transhipment purposes. But each Railway will severally pay for, provide and maintain its own earth-work, ballast, permanent-way and any signals considered necessary for its own use, as distinct from the joint premises as common to both Railways.

CLAUSE 8.

Expenditure on Joint Works.—Any expenditure which may be required from time to time for the joint use of the two Railways using the joint station upon minor works and upon minor additions and alterations of existing premises under Appendix B, which is chargeable to Revenue under the rules in force, from time to time, on the East Coast Railway, shall be debited to the joint station expenses account. All such new works, additions, and alterations shall be executed upon plans and estimates which shall be agreed to by the two Railways before the work is commenced, a separate account of such expenditure, on which no interest shall be charged, being kept for purposes of Clause 9.

CLAUSE 9.

Compensation for Outlay.—Upon the termination of this agreement, the amount of compensation to be paid by each Railway for Capital and Revenue (*See* Clause 8) expenditure incurred in joint works shall be determined by mutual agreement, or, if necessary, by arbitration as provided for herein.

CLAUSE 10.

Interchange of Traffic, etc.—All descriptions of traffic shall be freely interchanged subject to the Conference Rules for the time being, or which may be adopted on a reference through the Director of Railway Traffic and Statistics in accordance with the rules of procedure, or as modified by mutual consent: and the interchange of traffic under this agreement shall include traffic to and from other Railways and River Steamship Companies with which the two contracting Railways have established or may hereafter establish through booking. The joint station is not to be used for the local traffic of either Railway.

CLAUSE 11.

Appointment of Station Staff.—

(*a*) The staff for working the joint station shall be the joint servants of the South Indian Railway and of the East Coast Railway, but shall be appointed and controlled by the East Coast Railway, and the cost thereof as determined by para. (*b*) below charged to the joint station account.

(*b*) The monthly cost of the joint station staff, stationery, stores, etc., shall be agreed upon by the two Railways, the staff employed being restricted to the number and cost shown in Appendix A. Within these limits the East Coast Railway shall have full powers to re-arrange or modify the numbers of the staff and their rates of pay.

(*c*) In the event of the traffic necessitating immediate increase to the staff above the expenditure fixed in Appendix A, the East Coast Railway may make provisional arrangements, subject to the subsequent approval of the South Indian Railway, within one month, from dates of appointments.

* Not appended.

(*d*) The East Coast Railway shall provide and control the labour and appliances necessary for transhipment of through goods. The cost of such transhipment shall be equally divided between the two Railways, provided that no additional charge shall be made to the public for this service, except by previous mutual arrangement between the East Coast Railway and South Indian Railway.

CLAUSE 12.

Duties of Joint Staff, etc.—

(*a*) The business of each Railway shall have equal attention at the hands of the joint staff, who must carry out the instructions of the Officers of the two Railways concerned.

(*b*) The whole of the staff of the South Indian Railway, while within the limits of the premises and sidings used for joint traffic purposes, shall obey and be bound by the rules, regulations, and also by all the instructions from time to time in force or which may be issued by the authorities of the East Coast Railway, who shall have the same right and control over the staff of the South Indian Railway, as if they were the East Coast Railway staff.

(*c*) Any breach of the rules and regulations by servants of the two Railways within the joint station limits shall be dealt with by the Administration concerned, and in case of dispute as to interpretation of the rules and regulations, the matter shall be referred to the Consulting Engineer for Railways, Madras, whose decision shall be final.

CLAUSE 13.

Shunting, Stores, Greasing and Oiling Rolling Stock.—

(*a*) Each Railway will do its own shunting at the joint station.

(*b*) Each Railway shall provide at its own cost all stores for its own exclusive use, and it shall make its own arrangements for greasing, oiling, examining, and repairing its own engines and stock at the joint station.

(*c*) Each Railway shall also supply for its own trains, lamps, oil, wicks, etc., and shall do the work of lighting its own trains.

CLAUSE 14.

Credits to Joint Station Expenses.—All sums realized by fines recovered from the joint staff and other incidental joint receipts shall be credited to the joint station expenses account.

CLAUSE 15.

Provident Fund.—The share of bonus of the East Coast Railway payable by that Railway to the joint station staff under the rules of its Provident Institution shall be debited half-yearly to the joint station expenses.

CLAUSE 16.

Accidents, Damages or Losses, etc.—

(*a*) Each Railway shall bear the cost of the damage caused to its own vehicle or vehicles of any other Railway of which at the time it may be the owning Railway by the joint staff.

(*b*) Except as above provided, all damages or losses caused to interchanged traffic shall be debited to joint station expenses.

(*c*) In the case of accidents caused by the individual (not joint) staff of any one Railway acting without or contrary to the orders of the joint station staff, the Railway, whose staff shall have caused the accident, shall be responsible for all losses or damages so caused if estimated at over ten rupees. If estimated at ten rupees or less the loss or damage to be borne as in para. (*a*) by owning Railway.

(*d*) Notices of all accidents, damages or losses, etc., connected with joint working which may occur within the limits of the joint station shall be sent in accordance with the rules in force on such Railway from time to time to the officers of both Railways immediately such accidents, losses, etc., occur. Reports to Government of accidents occurring within joint working limits shall be made by the East Coast Railway.

CLAUSE 17.

Traffic, Inter-Procedure.—

(*a*) Letters and telegrams relating to joint business and interchanged traffic shall be interchanged free of charge between the two Railways.

(*b*) Claims on interchanged traffic shall be adjusted and dealt with in accordance with the Conference Rules as above defined in Clause 10.

(*c*) All stock shall be handed over to the joint station staff in accordance with the Conference Rules above defined in Clause 10. The free time for transhipment of goods from broad to narrow gauge, or *vice versâ*, shall be that laid down by the Conference Rules in force as above defined in Clause 10, and if such wagons under

load are not released of their loads within that time, demurrage at the rate prescribed in the Conference Rules as above defined in Clause 10 shall be paid to the Railway to whose stock detention is caused. But previously to enforcing the penalties mentioned, the Railway intending to do so shall give the other 48 hours' notice.

(*d*) If at any time, either of the two Railways shall be unable from any cause to receive and forward all the traffic tendered by the other, it shall be competent for the receiving Railway to give notice of not less than seven days, naming the maximum quantity it will be prepared to receive and forward, and the period during which it will be necessary; and during such period the said Railway shall not be bound to receive more than the quantity so specified.

(*e*) The joint station staff shall keep all such books, statements, and returns as may be required by each Railway, and shall render such returns as each Railway may require direct to the authorities of the Railway requiring such returns.

(*f*) All joint traffic books and statements at the joint station and all interchanged goods and other traffic books and records, so far as they relate to the interchanged traffic of either Railway desiring inspection, shall at all times be open to any authorized Officer or Officers of the two Railways.

(*g*) The instructions of either Railway as to charges on and working of traffic for the respective lines shall be furnished by the Administrations of the respective Railways to the joint staff and shall be acted upon.

(*h*) The traffic authorities of the two Railways will arrange for the limit of time for the correspondence of the respective trains of the two Railways.

(*i*) Packages weighing more than 81 maunds in weight or exceeding 12 feet long by 5 feet 6 inches broad by 6 feet high, outside measurement, shall not be booked through except by special arrangement.

(*j*) For the purpose of determining the liability of the respective Railways with regard to through traffic, a record of the number and condition of packages unloaded and reloaded shall be kept by the joint staff. Such record shall be considered binding in the case of unloading books and the number and condition of packages made over by the Forwarding Railway, and in the case of the loading books and the number and condition of packages taken over by the Receiving Railway. Loss of or damage to through consignments, while in the custody of the joint staff, shall be charged to joint station expenses, provided always that consignments which have remained at the joint station without being forwarded for forty-eight hours or over forty-eight hours, from causes beyond the control of the joint staff, shall be at the risk of the Receiving Railway.

CLAUSE 18.

Audit Adjustments and Regulations—

(*a*) The total joint station expenses as defined in Clause 2, para. (*f*), shall for each half-year be equally divided between the East Coast Railway and South Indian Railway.

(*b*) The distance between the joint station and the other stations shall be furnished by either Railway to the other, but the amounts to be charged shall be furnished by the Railway concerned in the form of station to station rates to avoid any calculation of charges according to distances.

(*c*) Each Railway shall be responsible for collecting all charges due to the other on all traffic received, with the exceptions noted below, for which the Forwarding Railway shall be responsible:—

(i) Charges on live stock of every description.
(ii) Charges on all perishable articles.
(iii) Charges on Commissariat Ordnance and Government Medical Stores booked on credit notes or prepaid.
(iv) Charge on Insurances.
(v) Dangerous and Offensive Goods.
(vi) Passenger fares, freight on passenger's luggage, carriages, etc.

(*d*) Errors in calculation, freight, weight, description, etc., in goods traffic shall be dealt with in accordance with the Conference Rules as above defined in Clause 10.

(*e*) The Receiving Railway shall not reduce the charge mentioned on the invoice without the consent of the Forwarding Railway, except in the case of overcharges, the evident result of errors in rate, classification or calculation.

(*f*) Undercharges on consignments, whether "paid" or "to pay," unless booked under credit note, shall be debited to the receiving station, with the exception of items in para. (*c*) of this Clause.

(*g*) All overcharges not claimed shall belong to the Railway by which the charges are collected.

(*h*) In booking goods, fractions of weight shall be treated in accordance with the Conference Rules as above defined in Clause 10.

(*i*) In calculating charges, fractions of an anna of six pies and over shall be charged one anna, and fractions of less than six pies shall be dropped. This rule applies not only to the gross charge made to the public, but also to either Railway's proportion as well as to Government and private luggage booked on a warrant.

(*j*) The equivalent of a ton in maunds and a maund in pounds is that decided by the Conference Rules as above defined in Clause 10.

(*k*) The audit offices of the two Railways concerned shall exchange Division sheets, each Railway to have in division its own rates as quoted for interchanged traffic in accordance with para. (*b*) of this Clause, except in the case of insurance and traffic divisible on mileage between the Railways concerned, and shall account for all through goods traffic within six weeks from date the traffic passes the joint station. A monthly settlement of accounts based on Division sheets, bills and statements as rendered and declared, shall be made by transfer adjustment, on the understanding that all errors which may be in them will be adjusted without delay in subsequent accounts by the responsible Railway.

CLAUSE 19.

General.—

(*a*) Each Railway shall provide any forms, stationery, etc., required for its own purpose at the joint station.

(*b*) In case of any difference of opinion between the two Railways as to the construction of any part of this agreement or as to its application to any particular case, either Railway shall be entitled to call for an arbitration, to be conducted in the usual way, each Railway nominating its own Arbitrator and should the Arbitrators so appointed fail to agree, they, that is, the arbitrators so appointed, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon the two Railways in regard to the matter or matters which may be referred to him or them. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to such Railway, the Railway giving such notice may nominate its own Arbitrator, and in such cases the decision of the one Arbitrator so appointed shall be binding and conclusive upon the two Railways.

(*c*) This agreement is subject to the sanction of the *Government of India and the †Board of Directors of the South Indian Railway.

APPENDIX A.

Joint Staff for working Joint Transhipment Platform at Gudur Junction.

PARTICULARS OF STAFF.	No.	Rate.	Amount.
			₹ a. p.
Transhipment Clerk	1	50	50 0 0
Ditto	3	25	75 0 0
Number Taker	1	30	30 0 0
Ditto	1	20	20 0 0
Porters	2	5	10 0 0
Sweeper	1	5	5 0 0
Watchmen	8	8	64 0 0
Waterman	1	5	5 0 0
			259 0 0

APPENDIX B.

List of Joint Premises at Gudur Junction.

No.	NAME OF WORK.	Total value of work done to end of May 1899.	REMARKS.
		₹	
1	20 feet arched culvert	18,331	
2	Diversion of roads	2,997	
3	Over-Bridge	...	
4	Transhipping platform with Shed and office	6,528	
5	Clerks' quarters, 6 Units	1,397	
6	Menials' quarters, 12 Units	1,686	
7	6 Ton platform crane	...	

* Sanctioned in Government of India letter No. 770 R. T., dated the 14th July 1900.
† Approved in Board of Directors' letter No. 252, dated the 18th May 1900.

APPENDIX C.

Tools and Plant for the Gudur Transhipment Office.

ARTICLES.	No.	Value of each.	Approximate amount agreed to as per agreement.
		₹	₹
Barrows, platform	4	100	400
Crane, ditto (on wheels)	1	2,500	2,500
Chairs, arm	2	6	12
Tables, long	3	10	30
Do. office	2	25	50
Ladder, wooden	2	9	18
Boards, loading	8	30	240
Lamps, platform	12	24	288
Do., table	4	10	40
Do., Hinks' double wick			
Do. for sealing Ticket Collectors' Pattern	2	4	8
Machine, weighing	3	73	519
Stamps, rubber	...	...	50
Seals, steel			
Stools	4	5	20
Sundries	...	...	50
			4,225

APPENDIX U.

Memorandum of Agreement* made this 20th day of February One thousand eight hundred and ninety-nine between THE GOVERNMENT OF HIS HIGHNESS THE MAHARAO OF KOTAH (hereinafter called His Highness' Government) of the first part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called The Company), of the other part, for the working of His Highness the Maharao's Railway forming a portion of the Guna Baran Railway (hereinafter called The Railway) commencing at mileage 261 and 1,571⅔ feet from Itarsi Junction in the direction of Baran and extending to Baran Station in the territory of His Highness the Maharao.

1. This Agreement shall remain in force until the expiration of the Principal† Contract Subsisting between the Company and the Secretary of State for India, dated the 2nd of October 1885, or until the expiration of a period of ten years from the date of the opening of the Railway for public traffic of all kinds, whichever period shall first expire, and shall be determinable then, or upon the 30th June or the 31st December in any year thereafter, provided that not less than twelve months' previous notice in writing has been given by one of the parties to this Agreement to the other of them.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, which consists of the Indian Midland Railway and Railways worked by the Company, subject to the same arrangements as are in force with the Company itself under the Principal Contract, except as hereinafter modified.

3. All communications of importance, or involving Capital expenditure, between His Highness' Government and the Company, under this Agreement, shall pass through the Political Officer representing the Kotah Durbar and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Officer as the Government of India may from time to time appoint to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway. All correspondence as to details in connexion with sanctioned works, and as to traffic and other matters, shall be carried on direct between the Political Officer representing the Kotah Durbar and the Indian Midland Railway Company.

4 Within one year from the opening of the Railway, or as soon as possible, before the expiration of that period, the Railway shall be completely constructed and equipped by and at the expense of His Highness' Government in a substantial and satisfactory manner, as to works, permanent-way, buildings, fixed machinery, and in all other respects, and stations and other buildings shall be fully equipped with the usual plant, fittings, furniture and appliances. All the works so carried out, including the permanent-way, buildings, machinery, plant, fittings, furniture, appliances and equipments, shall be up to the standard on which the Company's own line, buildings and works have been constructed and equipped, or shall be approved of by the Consulting Engineer.

5. A full section of permanent ballast or 84,000 cubic feet per mile of track laid on wooden sleepers, outside cuttings, and 87,000 cubic feet per mile of track laid on steel sleepers or in rock cuttings, shall be provided by and at the expense of His Highness' Government, and to meet the loss of ballast resulting from the subsidence of embankments, a further quantity of 8,000 cubic feet per mile of track in bank is to be provided by and at the expense of His Highness' Government. This ballast shall be distributed as follows:—In cuttings and on light banks (under 5 feet), and in station yards the permanent ballast shall be spread, or, with the sanction of the Engineer-in-Chief who is superintending the construction of the Railway, shall be stacked or laid in such manner as the Company shall approve; on embankments generally it should be stacked on cess, or in Depôt for subsequent use. All permanent-way on embankments, in the first instance, and before the opening for general traffic, is to be packed with temporary ballast of sand or sound moorum, or the best material obtainable in the district. The cost of distributing, spreading and packing the permanent ballast, which is chargeable to Capital, and has to be done by the Company, shall be settled finally before the line is taken over by the Company.

6. When the opening of the Railway for Public traffic has been sanctioned by the Government of India, His Highness' Government shall, except as provided in Clause 7, hand over the Railway to the Company, and the Company shall accept the Railway for the purposes of this Agreement, His Highness' Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

7. The Engineer-in-Chief in charge of the construction of the Railway shall, within one year of the opening of the Railway, complete at the cost of His Highness' Government all additional works, fixed structures, machinery, etc., that may be necessary for the proper completion of the

* Sanctioned in Government of India letter No. 396 R. T., dated the 27th April 1899, and in Board of Directors' letter No. 32, dated the 14th July 1899.

† Printed as Appendix H to Part II of the Administration Report on Indian Railways for 1885-86.

Railway, in accordance with the requirements of the Company or the orders of the Consulting Engineer. Schedules shall be prepared by the representatives of the Railway and the Company showing the works which are considered necessary for the completion of the line within this period. Such works shall not include the spreading and packing of permanent ballast referred to in clause 5 above: and the permanent-way and existing works shall be maintained by the Company. A list giving particulars of all furniture and moveable equipment at stations shall be prepared as soon as the furniture and equipment have been fully provided, and shall be signed by a representative of the Railway and a representative of the Company.

8. Except as provided in Clause 7, all additional works and alterations in existing works that are not of the nature of repairs or new minor works, which may from time to time be agreed upon, between His Highness' Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of His Highness' Government, on estimates sanctioned and approved by His Highness' Government and the Consulting Engineer.

9. For works which may be required after the first twelve months, the Company shall submit to His Highness' Government an estimate of the probable Capital requirements for the coming official year, and shall during the said year be at liberty to expend the amount mentioned in the estimate or such part thereof as may be necessary on objects properly chargeable to Capital without further reference to His Highness' Government, provided that if the expenditure is incurred on any work not specified in the said estimate, an explanation of the necessity for such expenditure shall be furnished to His Highness' Government at the earliest possible opportunity. Such estimates shall be submitted annually three months before the commencement of the official year. Or if, from any unforeseen circumstances, the total expenditure for which the estimate has been submitted is likely to be exceeded, a fresh application for funds with supplemental estimate shall be made as early as possible. His Highness' Government shall, after approval of the estimates, place at the disposal of the Company ¼th of the whole amount for which the estimate has been submitted, and shall without delay meet all further demands from time to time up to the total amount of the estimate. These estimates shall not include provision for additional ballast beyond the quantity provided for in clause 5.

10. The cost of works, the execution of which under clause 9 of this Agreement is required to be carried out by the Company, shall be dealt with as follows:—

(*a*) All such works costing over R1,000 shall be charged to the Capital Account of the Railway, and paid for by His Highness' Government.

(*b*) Petty works costing not more than R1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said Railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed R20 per mile open in any half-year, such excess shall be charged to the Capital Account of the said Railway and shall be met by His Highness' Government.

11. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the cost and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for, or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by weather, storm, accident or any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that, if in any case His Highness' Government and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

12. During the continuance of this contract the Company shall be in possession of and have entire control of the Railway, shall supply all staff required for the supervision, maintenance and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel and working stores required for the efficient working of the Railway.

13. The Railway Police will be provided by the Company, and three equal tenth parts of the cost of providing and maintaining the force from time to time employed will, in accordance with the procedure laid down by Government, be borne by His Highness' Government, the remaining seven-tenths being a charge against the Company. The term "Police" shall include the force required for law and order as well as that required for watch and ward.

14. The Company shall charge generally such rates, fares and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions, and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any description of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

15. All costs, charges, and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance or traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

16. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts," as used in this Agreement, means and includes gross earnings from coaching and goods traffic, and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway, or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway revenue.

17. The Company shall keep distinct and separate accounts of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for the Indian Midland Railway, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to His Highness' Government, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway.

18. The amount of the said gross receipts, ascertained as in the last preceding paragraph mentioned, shall be dealt with as follows, namely, for working and maintaining the Railway, as hereinbefore provided, the Company shall retain out of the said gross receipts a sum that shall bear the same percentage to the entire gross receipts of the Railway for each half-year as the aggregate working expenses of the whole System of the Company (including the Railway) shall bear to the gross receipts of that System for the same half-year, but such sum shall not in any half-year exceed 50 per cent. of the entire gross receipts of the said Railway for that half-year, and the said sum shall be accepted by the Company in full satisfaction for the supply of rolling-stock, plant and machinery other than fixed machinery, and the managing, working, and maintaining of the said Railway and works, in accordance with the provisions of this contract, and for the performance by the Company of every other obligation undertaken by them under this contract, with reference to the said Railway and works.

19. The remainder of the said gross receipts, after deduction of the sum so retained by the Company as aforesaid, shall be paid over to His Highness' Government in the manner prescribed by the Government of India. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to His Highness' Government, but nevertheless any error which may subsquently be discovered therein shall be corrected in the next or in any subsequent Revenue account.

20. All money transactions under this Agreement as between His Highness' Government and the Company shall be in British Government Rupees, and the Company are to accept the British Currency only in payment of fares and rates.

21. If His Highness' Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between His Highness' Government and the Company touching this contract, or any clause or thing herein contained, or the construction thereof or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter in regard to which His Highness' Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be settled by arbitration in a manner to be arranged between His Highness' Government and the Company with the approval of the Government of India.

APPENDIX V.

Memorandum of * Agreement made this 27th day of February One thousand eight hundred and ninety-nine between THE GOVERNMENT OF HIS HIGHNESS THE NAWAB OF TONK (hereinafter called The Tonk Durbar) of the first part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called the Company), of the other part, for the working of His Highness The Nawab's Railway forming a portion of the Guna-Baran Railway (hereinafter called the Railway) commencing at mileage 238 and 4,642 feet from Itarsi Junction in the direction of Baran and extending to mileage 261 and 1,571⅔ feet from Itarsi Junction, in the same direction in the territory of His Highness the Nawab.

1. This Agreement shall remain in force until the expiration of the Principal † Contract subsisting between the Company and the Secretary of State for India, dated the 2nd of October 1885, or until the expiration of a period of ten years from the date of the opening of the Railway for public traffic of all kinds, whichever period shall first expire, and shall be determinable then, or upon the 30th June or the 31st December in any year thereafter, provided that not less than twelve months' previous notice in writing has been given by one of the parties to this agreement to the other of them.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, which consists of the Indian Midland Railway and Railways worked by the Company, subject to the same arrangements as are in force with the Company itself under the Principal Contract, except as hereinafter modified.

3. All communications of importance, or involving Capital expenditure, between the Tonk Durbar and Company under this Agreement, shall pass through the Political Officer representing the Tonk Durbar and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Officer as the Government of India may from time to time appoint to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway. All correspondence as to details in connexion with sanctioned works, and as to traffic and other matters, shall be carried on direct between the Political Officer representing the Tonk Durbar and the Indian Midland Railway Company.

4. Within one year from the opening of the Railway, or as soon as possible before the expiration of that period, the Railway shall be completely constructed and equipped by and at the expense of the Tonk Durbar in a substantial and satisfactory manner, as to works, permanent way, buildings, fixed machinery, and in all other respects, and stations and other buildings shall be fully equipped with the usual plant, fitings, furniture and appliances. All the works so carried out including the permanent-way, buildings, machinery, plant, fittings, furniture, appliances and equipments shall be up to the standard on which the Companies own line, buildings and works have been constructed and equipped or shall be approved of by the Consulting Engineer.

5. A full section of permanent ballast or 84,000 cubic feet per mile of track laid on wooden sleepers, outside cuttings, and 87,000 cubic feet per mile of track laid on steel sleepers, or in rock cuttings, shall be provided by and at the expense of the Tonk Durbar and to meet the loss of ballast resulting from the subsidence of embankments, a further quantity of 8,000 cubic feet per mile of track in bank is to be provided by and at the expense of the Tonk Durbar. This ballast shall be distributed as follows:—In cuttings and on light banks (under 5 feet) and in station yards the permanent ballast shall be spread, or, with the sanction of the Engineer-in-Chief who is superintending the construction of the Railway, shall be stacked or laid in such manner as the Company shall approve; on embankments generally it should be stacked on cess, or in depôt for subsequent use. All permanent-way on embankments, in the first instance, and before the opening for general traffic, is to be packed with temporary ballast of sand or sound moorum, or the best material obtainable in the district. The cost of distributing, spreading and packing the permanent ballast, which is chargeable to Capital, and has to be done by the Company, shall be settled finally before the line is taken over by the Company.

6. When the opening of the Railway for public traffic has been sanctioned by the Government of India, the Tonk Durbar shall, except as provided in clause 7, hand over the Railway to the Company, and the Company shall accept the Railway for the purposes of this Agreement, the Tonk Durbar guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

* Sanctioned in Government of India, letter No. 396 R. T., dated the 27th April 1899, and in Board of Directors' letter No. 32, dated the 14th July 1899.

† Printed as Appendix H to Part II of the Administration Report on Indian Railways for 1885-86.

7. The Engineer-in-Chief in charge of the construction of the Railway shall, within one year of the opening of the Railway, complete at the cost of the Tonk Durbar all additional works, fixed structures, machinery, etc., that may be necessary for the proper completion of the Railway, in accordance with the requirements of the Company or the orders of the Consulting Engineer. Schedules shall be prepared by the representatives of the Railway and the Company showing the works which are considered necessary for the completion of the line within this period. Such works shall not include the spreading and packing of permanent ballast referred to in clause 5 above: and the permanent-way and existing works shall be maintained by the Company. A list giving particulars of all furniture and moveable equipment at stations shall be prepared as soon as the furniture and equipment have been fully provided, and shall be signed by a representative of the Railway and a representative of the Company.

8. Except as provided in clause 7, all additional works and alterations in existing works that are not of the nature of repairs or new minor works, which may from time to time be agreed upon, between the Tonk Durbar and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of the Tonk Durbar, on estimates sanctioned and approved by the Tonk Durbar and the Consulting Engineer.

9. For works which may be required after the first twelve months, the Company shall submit to the Tonk Durbar an estimate of the probable Capital requirements for the coming official year, and shall during the said year be at liberty to expend the amount mentioned in the estimate or such part thereof as may be necessary on objects properly chargeable to Capital without further reference to the Tonk Durbar, provided that if the expenditure is incurred on any work not specified in the said estimate, an explanation of the necessity for such expenditure shall be furnished to the Tonk Durbar at the earliest possible opportunity. Such estimates shall be submitted annually three months before the commencement of the official year. Or if, from any unforeseen circumstances, the total expenditure for which the estimate has been submitted is likely to be exceeded, a fresh application for funds with supplemental estimate shall be made as early as possible. The Tonk Durbar shall, after approval of the estimates, place at the disposal of the Company $\frac{1}{4}$th of the whole amount for which the estimate has been submitted, and shall without delay meet all further demands from time to time up to the total amount of the estimate. These estimates shall not include provision for additional ballast beyond the quantity provided for in clause 5.

10. The cost of works the execution of which under clause 9 of this Agreement is required to be carried out by the Company, shall be dealt with as follows:—

(*a*) All such works costing over Rs1,000 shall be charged to the Capital Account of the Railway, and paid for by the Tonk Durbar.

(*b*) Petty works costing not more than Rs1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said Railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed Rs20 per mile open in any half-year, such excess shall be charged to the Capital Account of the said Railway and shall be met by the Tonk Durbar.

11. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the cost and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for, or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by weather, storm, accident or any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that, if in any case the Tonk Durbar and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

12. During the continuance of this contract the Company shall be in possession of and have entire control of the Railway, shall supply all staff required for the supervision, maintenance and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel and working stores required for the efficient working of the Railway.

13. The Railway Police will be provided by the Company, and three equal tenth parts of the cost of providing and maintaining the force from time to time employed will, in accordance with the procedure laid down by Government, be borne by the Tonk Durbar, the remaining seven-tenths being a charge against the Company. The term "Police" shall include the force required for law and order as well as that required for watch and ward.

14. The Company shall charge generally such rates, fares and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any description

of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

15. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

16. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" as used in this Agreement, means and includes gross earnings from coaching and goods traffic, and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway, or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway revenue.

17. The Company shall keep distinct and separate accounts of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for the Indian Midland Railway, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to the Tonk Durbar, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway.

18. The amount of the said gross receipts, ascertained as in the last preceding paragraph mentioned, shall be dealt with as follows, namely, for working and maintaining the Railway, as hereinbefore provided, the Company shall retain out of the said gross receipts a sum that shall bear the same percentage to the entire gross receipts of the Railway for each half-year as the aggregate working expenses of the whole System of the Company (including the Railway) shall bear to the gross receipts of that System for the same half-year, but such sum shall not in any half-year exceed 50 per cent. of the entire gross receipts of the said Railway for that half-year, and the said sum shall be accepted by the Company in full satisfaction for the supply of rolling-stock, plant and machinery, other than fixed machinery, and the managing, working and maintaining of the said Railway and works, in accordance with the provisions of this contract, and for the performance by the Company of every other obligation undertaken by them under this contract, with reference to the said Railway and works.

19. The remainder of the said gross receipts, after deduction of the sum so retained by the Company as aforesaid, shall be paid over to the Tonk Durbar in the manner prescribed by the Government of India. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Tonk Durbar, but nevertheless any error which may subsequentenly be discoverd therein shall be corrected in the next or in any subsequent Revenue account.

20. All money transactions under this Agreement as between the Tonk Durbar and the Company shall be in British Government Rupees and the Company are to accept the British Currency only in payment of fares and rates.

21. If the Tonk Durbar and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between the Tonk Durbar and the Company touching this contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter in regard to which the Tonk Durbar and the Company shall fail to agree, or the matter in difference, as the case may be, shall be settled by arbitration in a manner to be arranged between the Tonk Durbar and the Company with the approval of the Government of India.

APPENDIX W.

Memorandum of *Agreement made this Twelfth day of May One thousand eight hundred and ninety-nine between THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJAH SCINDIA OF GWALIOR (hereinafter called His Highness' Government) of the first part, and the INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called The Company), of the other part, for the working of His Highness The Maharajah's Railway forming a portion of the Guna-Baran Railway (hereinafter called The Railway) commencing at mileage 216 and 4,912 feet from Itarsi Junction in the direction of Baran and extending to mileage 238 and 4,642 feet from Itarsi Junction, in the same direction.

1. This Agreement shall remain in force until the expiration of the Principal† Contract subsisting between the Company and the Secretary of State for India, dated the 2nd of October 1885, or until the expiration of a period of ten years from the date of the opening of the Railway for public traffic of all kinds, whichever period shall first expire, and shall be determinable then, or upon the 30th June or the 31st December in any year thereafter, provided that not less than twelve months previous notice in writing has been given by one of the parties to this Agreement to the other of them.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, which consists of the Indian Midland Railway and Railways worked by the Company, subject to the same arrangements as are in force with the Company itself under the Principal Contract, except as hereinafter modified.

3. All communications of importance, or involving Capital expenditure, between His Highness' Government and the Company, under this Agreement, shall pass through the Resident at Gwalior and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Officer as the Government of India may from time to time appoint to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway. All correspondence as to details in connexion with sanctioned works, and as to traffic and other matters, shall be carried on direct between the Resident at Gwalior and the Indian Midland Railway Company.

4. Within one year from the opening of the Railway, or as soon as possible before the expiration of that period, the Railway shall be completely constructed and equipped by and at the expense of His Highness' Government in a substantial and satisfactory manner, as to works, permanent-way, buildings, fixed machinery, and in all other respects, and stations and other buildings shall be fully equipped with the usual plant, fittings, furniture and appliances. All the works so carried out, including the permanent-way, buildings, machinery, plant, fittings, furniture, appliances and equipments, shall be up to the standard on which the Company's own line, buildings and works have been constructed and equipped, or shall be approved of by the Consulting Engineer.

5. A full section of permanent ballast or 84,000 cubic feet per mile of track laid on wooden sleepers outside cuttings, and 87,000 cubic feet per mile of track laid on steel sleepers, or in rock cuttings, shall be provided by and at the expense of His Highness' Government, and to meet the loss of ballast resulting from the subsidence of embankments, a further quantity of 8,000 cubic feet per mile of track in bank is to be provided by and at the expense of His Highness' Government. This ballast shall be distributed as follows :—In cuttings and on light banks (under 5 feet) and in station yards the permanent ballast shall be spread, or, with the sanction of the Engineer-in-Chief who is superintending the construction of the Railway, shall be stacked or laid in such manner as the Company shall approve ; on embankments generally it should be stacked on cess, or in Depôt for subsequent use. All permanent-way on embankments, in the first instance, and before the opening for general traffic, is to be packed with temporary ballast of sand or sound moorum, or the best material obtainable in the district. The cost of distributing, spreading and packing the permanent ballast, which is chargeable to Capital, and has to be done by the Company, shall be settled finally before the line is taken over by the Company.

6. When the opening of the Railway for public traffic has been sanctioned by the Government of India, His Highness' Government shall, except as provided in clause 7, hand over the Railway to the Company, and the Company shall accept the Railway for the purposes of this Agreement, His Highness' Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

7. The Engineer-in-Chief in charge of the construction of the Railway shall, within one year of the opening of the Railway, complete at the cost of His Highness' Government all additional works, fixed structures, machinery, etc., that may be necessary for the proper completion of the

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* Sanctioned in Government of India letter No. 396 R. T., dated the 27th April 1899, and in Board of Director's letter No. 32, dated the 14th July 1899.

† Printed as Appendix H to Part II of the Administration Report on Indian Railways for 1885-86.

Railway in accordance with the requirements of the Company or the orders of the Consulting Engineer. Schedules shall be prepared by the representatives of the Railway and the Company showing the works which are considered necessary for the completion of the line within this period. Such works shall not include the spreading and packing of permanent ballast referred to in clause 5 above : and the permanent-way and existing works shall be maintained by the Company. A list giving particulars of all furniture and moveable equipment at stations shall be prepared as soon as the furniture and equipment have been fully provided, and shall be signed by a representative of the Railway and a representative of the Company.

8. Except as provided in clause 7, all additional works and alterations in existing works that are not of the nature of repairs or new minor works, which may from time to time be agreed upon between His Highness' Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of His Highness' Government, on estimates sanctioned and approved by His Highness' Govenment and the Consulting Engineer.

9. For works which may be required after the first twelve months, the Company shall submit to His Highness' Government an estimate of the probable Capital requirements for the coming official year, and shall during the said year be at liberty to expend the amount mentioned in the estimate or such part thereof as may be necessary on objects properly chargeable to Capital without further reference to His Highness' Government, provided that if the expenditure is incurred on any work not specified in the said estimate, an explanation of the necessity for such expenditure shall be furnished to His Highness' Government at the earliest possible opportunity. Such estimates shall be submitted annually three months before the commencement of the official year. Or if, from any unforeseen circumstances, the total expenditure for which the esmitate has been submitted is likely to be exceeded, a fresh application for funds with supplemental estimate shall be made as early as possible. His Highness' Government shall, after approval of the estimates, place at the disposal of the Company ¼th of the whole amount for which the estimate has been submitted, and shall without delay meet all further demands from time to time up to the total amount of the estimate. These estimates shall not include provision for additional ballast beyond the quantity provided for in clause 5.

10. The cost of works the execution of which under clause 9 of this Agreement is required to be carried out by the Company, shall be dealt with as follows :—

(*a*) All such works costing over R1,000 shall be charged to the Capital Account of the Railway, and paid for by His Highness' Government.

(*b*) Petty works costing not more than R1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said Railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed R20 per mile open in any half-year, such excess shall be charged to the Capital Account of the said Railway and shall be met by His Highness' Government.

11. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the cost and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise ; and the Company shall not bear nor be put to any cost or expense for, or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by weather, storm, accident or any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that, if in any case His Highness' Government and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

12. During the continuance of this contract the Company shall be in possession of and have entire control of the Railway, shall supply all staff required for the supervision, maintenance and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel and working stores required for the efficient working of the Railway.

13. The Railway Police will be provided by the Company, and three equal tenth parts of the cost of providing and maintaining the force from time to time employed will, in accordance with the procedure laid down by Government, be borne by His Highness' Government, the remaining seven-tenths being a charge against the Company. The term "Police" shall include the force required for law and order as well as that required for watch and ward.

14. The Company shall charge generally such rates, fares and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any description of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

15. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

16. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" as used in this Agreement, means and includes gross earnings from coaching and goods traffic, and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway, or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway revenue.

17. The Company shall keep distinct and separate accounts of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for the Indian Midland Railway, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to His Highness' Government, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway.

18. The amount of the said gross receipts, ascertained as in the last preceding paragraph mentioned, shall be dealt with as follows, namely, for working and maintaining the Railway, as hereinbefore provided, the Company shall retain out of the said gross receipts a sum that shall bear the same percentage to the entire gross receipts of the Railway for each half-year as the aggregate working expenses of the whole System of the Company (including the Railway) shall bear to the gross receipts of that System for the same half-year, but such sum shall not in any half-year exceed 50 per cent. of the entire gross receipts of the said Railway for that half-year, and the said sum shall be accepted by the Company in full satisfaction for the supply of rolling-stock, plant and machinery, other than fixed machinery, and the managing, working and maintaining of the said Railway and works, in accordance with the provisions of this contract, and for the performance by the Company of every other obligation undertaken by them under this contract, with reference to the said Railway and works.

19. The remainder of the said gross receipts, after deduction of the sum so retained by the Company as aforesaid, shall be paid over to His Highness' Government in the manner prescribed by the Government of India. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to His Highness' Government, but nevertheless any error which may subsequently be discovered therein shall be corrected in the next or in any subsequent Revenue account.

20. All money transactions under this Agreement as between His Highness' Government and the Company shall be in British Government Rupees and the Company are to accept the British Currency only in payment of fares and rates.

21. If His Highness' Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between His Highness' Government and the Company touching this contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter in regard to which His Highness' Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be settled by arbitration in a manner to be arranged between His Highness' Government and the Company with the approval of the Government of India.

APPENDIX X.

Memorandum of Agreement between the GOVERNMENT OF INDIA AND HIS HIGHNESS THE MAHARAJA OF JODHPORE AND THE COUNCIL OF REGENCY, BICKANEER, for the construction of a railway on the metre gauge from Balotra to Hyderabad, and for the working of the section of the railway from the Jodhpore Frontier to Hyderabad.

1. *Construction of the line.*—The portion of the line from Balotra to Hyderabad within Marwar territory shall be constructed on the same standard as the Jodhpore-Bickaneer railway by, and at the cost of, the Jodhpore Darbar, and the portion within British territory shall similarly be constructed by, and at the cost of, the Government of India.

2. *Working of the line.*—The line shall be worked as a part of the Jodhpore-Bickaneer railway system, the Manager of that railway system being the Manager of the amalgamated undertaking.

3. *Rolling-stock.*—The whole of the rolling-stock required for working the railway from Balotra to Hyderabad shall be provided by, and at the cost of, the Jodhpore Darbar, and the Government of India shall pay to the Darbar in each half-year a sum equal to 5 per cent. of the gross earnings of the British section for the use of the rolling-stock required for the conveyance of traffic over that section, in addition to the working expenses payable under Clause 9.

4. *Rates and fares.*—The schedules of maxima and minima rates and fares and the classification of goods in force on the North-Western railway from time to time shall be in force on the British section of the railway, through rates being divided in mileage proportion.

5. *Services to the Government of India.*—All services which the Government of India may require to be rendered on the British section of the line to the Post Office, the Military Department, the Police Department or any other Department of the Indian Government, or to high Government officials, shall be performed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

6. *Telegraphs.*—The telegraph line on the section of the railway in Jodhpore territory shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force on State railways in British India. The Jodhpore Darbar shall work the line in strict accordance with the rules which have been, or which may from time to time be, authorised by the Governor General in Council for adoption and working of licensed telegraph lines in British India.

7. *Police.*—The law and order police maintained on the Jodhpore and Bickaneer railways, and on the new extension shall be provided by the Government of India, the amount representing the cost of the law and order police in Jodhpore and Bickaneer territory being subsequently recovered from the Darbars. The cost of the watch and ward police shall be debited to the working expenses of the amalgamated undertaking.

8. *Earnings.*—The gross earnings of the sections of the railway in British and Jodhpore territory shall be separately recorded. All earnings from telegraphs, wharfage, demurrage, sale of goods, terminals, etc., at a station shall be treated as earnings of that station. All traffic earnings shall be remitted to the Jodhpore State treasury, and as soon as each month's accounts are audited, 45 per cent. of the gross earnings of the British section for that month shall be paid to the Government of India, the balance whether in favour of the Darbar or the Government of India being adjusted at the close of each half-year as soon as possible after the Revenue Accounts are rendered.

9. *Working Expenses.*—The working expenses of the amalgamated undertaking excluding the cost of maintenance, shall be divided between the British and Native State sections of the line in the ratio of the gross earnings of each section. The maintenance charges shall be the actual expenditure in each section of the line for *direct* charges, and for *joint* charges, such as salary allowances and other expenses of the Chief Engineer, the proportion due in the ratio of gross earnings.

10. *Audit of Accounts.*—The accounts shall be compiled and audited by the Bombay, Baroda and Central India Railway Company on terms to be settled between that company and the contracting parties. As an alternative arrangement, at the option of the contracting parties, an Auditor shall be appointed on pay to be agreed upon.

11. *Undue Preference.*—The railway shall not, as between members of the public, make or give any undue or unreasonable preference or advantage to or in favour of any person or company or any particular description of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage. The Government of India shall have full power for the purposes of this clause to decide whether any preference, advantage, prejudice or disadvantage is undue or unreasonable.

12. *Duration of the Agreement.*—This agreement as regards the working of the railway shall have effect from the date of opening of the same to public traffic, and shall remain in force until determined by one of the parties thereto giving 12 calendar months' previous notice in writing of the termination thereof. Such notice shall take effect only on the 1st day of January or 1st day of June in any year.

APPENDIX Y.

Memorandum of Agreement between the SOUTHERN MAHRATTA RAILWAY COMPANY, (hereinafter called the SOUTHERN MAHRATTA RAILWAY), HIS HIGHNESS the NIZAM'S GUARANTEED STATE RAILWAY COMPANY (hereinafter called the NIZAM'S GUARANTEED STATE RAILWAY) and the EAST COAST STATE RAILWAY, (hereinafter called the EAST COAST RAILWAY) for the interchange of traffic at BEZWADA, and for the use in common by the three Railways of East Coast Railway's existing station at BEZWADA; also for additions and alterations which may be required thereat from time to time, for the traffic of the three Railways, as well as for the maintenance and renewal of the Joint Station and the working of the traffic of the three Railways at that Station.

CLAUSE I.

This Agreement shall be considered as having effect from the 1st July 1899 or from such date as Tadepalli Transhipstation is* opened for transhipment of goods traffic and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from any one of the three Railways, such notice to expire only on the 30th June or 31st December, in any year. The Railway giving notice to revise or cancel this Agreement shall furnish three months previous to the expiration of each notice, a new draft Agreement embodying all amendments and revisions proposed, such new draft Agreement shall be furnished to the railway or railways concerned within the time specified herein.

CLAUSE 2.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, *viz.*:—

I.—"Stations, traffic, vehicles, rates, fares, etc., of the East Coast, Southern Mahratta, and Nizam's Guaranteed State Railways respectively" mean and include the stations, traffic, vehicles, rates, fares, etc., of that and other railways with which the East Coast, Southern Mahratta and Nizam's Guaranteed State Railways may respectively have through traffic arrangements from time to time.

II.—"East Coast Railway local traffic" means all traffic booked or invoiced between Bezwada Junction station and any station or *viâ* any station on the East Coast Railway other than Tadepalli Transhipstation.

III.—"Southern Mahratta Railway local traffic" means all traffic booked or invoiced between Bezwada Junction station and any station or *viâ* any station on the Southern Mahratta Railway other than Tadepalli Transhipstation.

IV.—"Nizam's Guaranteed State Railway local traffic" means all traffic booked or invoiced between Bezwada Junction station and any station or *viâ* any station on the Nizam's Guaranteed State Railway.

V.—"Interchange Coaching traffic" means—

(*a*) All traffic booked or invoiced through, between or *viâ* any station of the East Coast Railway other than Bezwada, and any station or *viâ* any station of the Southern Mahratta Railway other than Bezwada.

(*b*) All traffic booked or invoiced through, between or *viâ* any station of the East Coast Railway other than Bezwada, and any station or *viâ* any station of the Nizam's Guaranteed State Railway other than Bezwada.

(*c*) All traffic booked or invoiced through, between or *viâ* any station of the Nizam's Guaranteed State Railway other than Bezwada, and any station or *viâ* any station of the Southern Mahratta Railway other than Bezwada.

VI.—"Interchanged goods traffic" means—

All traffic booked or invoiced between or *viâ* any station of the East Coast Railway other than Bezwada, and any station or *viâ* any station of the Nizam's Guaranteed State Railway other than Bezwada.

NOTE.—This includes goods traffic booked between the Southern Mahratta Railway and the Nizam's Guaranteed State Railway and its connected Railways *viâ* Tadepalli Transhipstation, such traffic being treated as interchanged at Bezwada between the East Coast Railway and the Nizam's Guaranteed State Railway.

VII.—"Through or passing traffic" means all traffic of the East Coast Railway between or *viâ* stations on either side of Bezwada.

NOTE.—Goods traffic interchanged at Tadepalli Transhipstation between or *viâ* any station on the East Coast Railway north of Bezwada and the Southern Mahratta Railway shall be treated as passing traffic.

* Open on the 15th August 1899.

VIII.—"Joint Station Staff" means staff of all kinds including Police employed in the joint business of the station as per Schedule, Appendix A, of the Agreement.

IX.—"Running Staff" means and includes Drivers, Firemen, Guards, Brakesmen and other staff that may be employed in the actual working of trains.

X.—"Trains" mean and include engines, whether with or without brakes or other vehicles.

XI. (*a*)—"The Joint Station Expenses" mean all expenses which the East Coast Railway may incur in working the station including the provision of stores, stationery, forms, etc., required for joint purposes, the lighting of the station and signals, the cost of cleaning and conservancy, rent and maintenance of telegraph instruments, batteries and other charges of the Government Telegraph Department, in connection with the telegraphs within station limits and all other expenses incidental to, or connected with the working of the station, and also interest on the capital cost of the Joint Station premises as well as the cost of their maintenance and renewal as provided in Clause 5.

(*b*) Actual expenses incurred in working local goods sheds and in pay ng certain of its own staff for the local goods work of each Railway are not to be included in Joint Station Expenses.

(*c*) Each Railway must do its own shunting including provision of drivers or effect it by such arrangements as may be mutually agreed upon.

CLAUSE 3.

Station Limits.—The limits of the Bezwada Junction station for the purpose of working shall be the distant signals on each Railway and all signals within the Joint stations as well as the distant signals shall be worked by the East Coast Railway.

CLAUSE 4.

Joint Premises.—The East Coast Railway's existing works and premises including machinery, furniture, plant, and all equipments to be used in common for the joint purposes by the three Railways using the junction shall be those which are mentioned in Appendices B and C to this Agreement, and the total of the amount set opposite to the several items in these Appendices shall be that upon which rent is to be charged as provided in Clause 5 of this Agreement. No addition shall be made to these appendices without the previous consent of the three Railways.

CLAUSE 5.

Rent.—An annual charge for rent and maintenance at the rate of 6½ per cent. per annum for joint works, structures, machinery and plant, including furniture, and 9 per cent. for ballast and permanent-way, points and crossings (to include maintenance and renewal), in joint use between the three Railways working into the junction shall be charged to the Joint Station Expenses Account upon the expenditure shown in Appendices B and C referred to in Clause 4 and upon the cost of alterations and additions and of new works for joint use provided under Clause 6 of this Agreement. No charge shall be made to the joint account in respect of repairs or renewals of furniture or working plant included in Appendix C other than the above percentage.

CLAUSE 6.

Expenditure on Revenue Minor Works.—

I.—Any expenditure which may be required from time to time for joint use of the three Railways using the junction upon minor works and upon minor additions and alterations of existing premises which is chargeable to Revenue under the rules in force from time to time on the East Coast Railway, on the parts of the joint station premises, which are used in common by the three Railways shall be debited to the Joint Station Expenses Account. A separate account of such expenditure, on which no interest shall be charged, being kept for the purposes of Clause 8.

II.—The East Coast Railway shall execute all such additions and alterations and new minor works chargeable to Revenue upon plans and estimates, which shall be agreed to by the three Railways using the junction before the work is commenced, and the East Coast Railway shall also execute the work of maintenance and renewal of all premises and works which are used in common, from time to time by the three Railways working into the Junction, within the limits of the Joint Station.

III.—Exclusive of ordinary repairs, any works of the nature described in Clause 6 (I and II) which are chargeable to Revenue and are required for the exclusive use of any one or more Railways, shall be executed by the East Coast Railway, but the cost shall be paid to East Coast Railway by the Railway, or Railways concerned and shall be included in the separate account referred to in Clause 6 (I).

CLAUSE 7.

Expenditure on Major Works.—

I.—Within its own boundary, the East Coast Railway shall provide and maintain all accommodation and structures that may be required for the exclusive use of any one Railway,

or for the exclusive use of any two Railways using the junction, or for the joint use of the three Railways concerned.

Incidence of Rent Maintenance Charges.—

II (*a*). The charge for rent, inclusive of maintenance, of works provided for the exclusive use of one Railway shall be paid by that Railway to the owning Railway at the rates mentioned in Clause 5.

(*b*). The charge for rent, as described in Clause 5, inclusive of maintenance, of works provided for the exclusive use of any of the two Railways shall be proportionately divided between those two Railways and shall be paid to the owning Railway.

(*c*). The charge for rent as described in Clause 5 shall include charges on capital outlay incurred by the owning Railway in providing machinery, plant or furniture.

Previous consent to additions and alterations.—

III.—All new works and additions and alterations shall be executed by the East Coast Railway upon plans or estimates which shall be agreed to by the Railways concerned before the work is commenced.

CLAUSE 8.

Compensation for Outlay.—Upon the termination of this Agreement, the amount of compensation to be paid to or by each of the Railways for capital expenditure incurred on Major or Revenue Minor works shall be determined by mutual agreement, or, if necessary, by arbitration as provided for hereinafter.

CLAUSE 9.

Through booking.—All descriptions of traffic shall be freely interchanged subject to the Conference Rules for the time being in force.

CLAUSE 10.

I. *Interchange of Traffic.*—The interchange of traffic under this Agreement, shall include traffic to or from other Railways, Out-agencies, and Steam ship Companies with which any of the three contracting Railways has established or may hereafter establish through booking. This interchange of traffic shall be carried on in accordance with the Conference Rules in force at the time, as far as these are applicable to the traffic and working between Railways of different gauges.

II. No rolling-stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

CLAUSE 11.

Adoption of Rules of Railway Conference of 1893.—The rules for the interchange of traffic and rolling-stock between Railways, as adopted at the Railway Conference of 1893, shall be adhered to, subject to any modifications which have been, or may be, agreed to at any subsequent Conference, or which may be adopted on a reference through the President of the Railway Conference in accordance with the rules of procedure or by mutual consent.

CLAUSE 12.

Appointment of Station Staff.—

I.—The staff for working the Joint Station shall be appointed and controlled by the East Coast Railway, and the cost thereof charged to the Joint Station account as determined by para. II below.

II.—The monthly cost of Joint Station staff, shall be agreed upon from time to time by the three Railways and embodied in a schedule Appendix A, the staff to be employed being restricted to the number and cost shown in Appendix A. Within these limits the East Coast Railway shall have full powers to re-arrange or modify the numbers of the staff and their rates of pay; but no increase shall be made to the numbers or salaries of the staff which involves any outlay in excess of the maximum, from time to time specified in that Appendix.

III.—In the event of the traffic necessitating immediate increase to the staff above the expenditure fixed in Appendix A, the East Coast Railway may make provisional arrangements subject to the subsequent approval of the other Railways using the Junction, such increases to the staff to be notified to the other Railways within one week of appointment.

IV.—The whole of the staff of the Southern Mahratta Railway and of the Nizam's Guaranteed State Railway while within the limits of the Joint Station premises and sidings used for traffic purposes, shall obey and be bound by all the rules, regulations, and also by all instructions from time to time in force or which may be issued by the authorities of the East Coast Railway, who shall have the same rights and control over the staff of the Southern Mahratta Railway and the Nizam's Guaranteed State Railway as if they were the staff of the East Coast Railway, except in so far as the said rules, regulations and instructions may affect the local booking of such goods traffic as is excluded from the terms of this agreement.

V.—With the exception of such local goods traffic as is specially excluded from the operation of this agreement the Joint Station staff will deal with all interchanged and passing traffic and also with all local traffic of the three Railways if conducted within the limits of the Joint Station. The traffic of the three Railways shall, with the exception of the local goods traffic above referred to, be dealt with in the same manner as if it belonged to one Railway only, no undue preference being given to that of any one Railway.

CLAUSE 13.

Duties of Joint Staff.—The business of each Railway shall have equal attention at the hands of the Joint staff who must carry out the instructions of the officers of the three Railways concerned. Should the Joint staff fail in any way to carry out the instructions of the duly authorized officers of the Railway concerned, the matter shall be reported to the Manager of the East Coast Railway, who shall take such steps as will prevent its recurrence.

CLAUSE 14.

Breach of Rules and Regulations.—Any breach of rules and regulations by servants of any of the three Railways within the Bezwada station limits shall be dealt with by the administration of the Railway concerned, and in case of dispute as to interpretation of the rules and regulations, the matter shall be referred to the Manager of the East Coast Railway, whose decision shall be final.

CLAUSE 15.

Tickets and Returns, Inspection of Accounts, etc.—

I.—Each Railway shall provide the tickets, forms, etc., required for its own traffic at the Joint Station.

II.—The Joint Station staff shall keep all such books, statements and returns as may be required by each Railway and shall render such returns as each Railway may require, in reference to its own traffic direct to the authorities of that Railway from time to time.

III.—All joint traffic books and statements at the Joint Station and all interchanged goods parcels, and other traffic books and records, so far as they relate to the interchanged, passing or local traffic of the Railway or Railways desiring inspection, shall be, at all times, open to inspection by any authorized officer or officers of the three Railways.

CLAUSE 16.

Stores, Watering and Greasing, and Oiling Rolling-Stock.—

(*a*). Each Railway shall provide at its own cost all stores for its own exclusive use and shall make its own arrangements for greasing, oiling, examining, and repairing its own engines and other rolling-stock at the Joint Station.

(*b*). The East Coast Railway shall arrange to supply the whole of the water required and shall recover from the Southern Mahratta Railway and Nizam's Guaranteed State Railway the cost, as mutually arranged, of the actual quantity used by the Railways concerned.

(*c*). Each Railway shall also supply, for its own trains, lamps, oil, wicks, etc., and shall do the work of lighting its own trains.

CLAUSE 17.

Municipal and Professional Taxes.—Municipal and professional taxes paid to the Bezwada Municipality shall be charged to the Joint Station Expenses.

CLAUSE 18.

Credits to Station Expenses.—All sums which may be realized by the sale of lost and unclaimed and damaged property, the rent of refreshment rooms, receipts for left luggage, sale of licenses, fruit, sweetmeats, fines and all other incidental receipts at the Joint Station shall be credited to the Joint Station Expenses account.

CLAUSE 19.

Provident Fund.—The share of bonus of the East Coast Railway payable by that Railway to the Joint Station staff, as actually employed on the last day of each half-year, under the rules of its Provident Institution for the time being in force, shall be debited half-yearly to the Joint Station Expenses.

CLAUSE 20.

Accidents, Damages or Losses, etc.—

I.—Each Railway shall be responsible for all damages occurring to its own engines and vehicles and traffic therein, and to engines and vehicles and traffic therein belonging to any Railway a party to this Agreement, or to those of any other Foreign

Railway when such engines and vehicles and traffic therein are attached to its own trains.

II.—Each Railway shall be responsible for damages or accidents caused by its own running staff within the limits of the Joint Station.

III.—Except as provided in I and II, all damages or accidents which may be caused in the Bezwada Junction yard to the public, to the stock and traffic therein of the three Railways that are parties to this Agreement, or to the stock and traffic therein of Foreign Railways that are not parties to this Agreement, and all damages or losses however and from whatever cause they may arise within the limit of the Joint Station shall be charged to the Joint Station Expenses Account.

IV.—Notice of all accidents, damages, losses, etc., connected with joint working, which may occur within the limits of the Joint Station, shall be sent, in accordance with the rules in force for reporting accidents on each Railway from time to time, to the officers of the three Railways immediately such accidents, loss, etc., occur.

CLAUSE 21.

Division of Expenses.—

I (*a*).—In consideration of the passing or through traffic of the East Coast Railway as defined in Clause 2, Paragraph VII, with which the Southern Mahratta Railway and the Nizam's Guaranteed State Railway, are not concerned, a certain percentage of the Joint Station Expenses Account, as defined in Clause 2, Paragraph XI of this Agreement, shall be paid by the East Coast Railway.

(*b*).—The share to be paid by the East Coast Railway, shall be calculated on half the actual weight of the "passing traffic" as defined in Clause 2, Paragraph VII. For this purpose half the actual weight of the "passing traffic" of the preceding half-year shall be adopted, except in the case of the first half-year for which half the actual weight of that period shall be adopted.

(*c*).—After deducting from the Joint Station Expenses Account the proportion to be paid by the East Coast Railway for passing traffic, the remainder shall be paid in proportion to the weight of traffic of each of the three Railways, in the following manner. The respective weights to be adopted being those of the preceding half-year with the exception of the first half-year, for which the actual weight of that period shall be adopted :—

East Coast Railway—

Local coaching traffic . . . . . Total in and out.
Goods booked or invoiced and received at the Joint Station. Total in and out.
Half the interchanged coaching traffic between the East Coast and Southern Mahratta Railways.
Half the interchanged coaching and goods traffic between the East Coast and Nizam's Guaranteed State Railways.

Southern Mahratta Railway—

Local coaching traffic . . . . . Total in and out.
Goods booked or invoiced and received at the Joint Station. Total in and out.
Half the interchanged coaching traffic between the East Coast and Southern Mahratta Railways.
Half the interchanged coaching traffic between the Southern Mahratta and Nizam's Guaranteed State Railways.

Nizam's Guaranteed State Railway—

Local coaching traffic . . . . . Total in and out.
Goods booked or invoiced and received at the Joint Station. Total in and out.
Half the interchanged coaching and goods traffic between the East Coast and Nizam's Guaranteed State Railways.
Half the interchanged coaching traffic between the Southern Mahratta and Nizam's Guaranteed State Railways.

II.—For the purposes of this division of Joint Station expenses the weight of goods traffic shall be reckoned upon the actual weight according to the invoices excluding live-stock and carriages and each passenger shall be taken as equivalent to one-tenth of a ton of goods, no account being taken of coaching traffic other than passenger. Fractions of a maund shall be dealt with in accordance with tariff rules.

CLAUSE 22.

Station-to-Station Fares.—The distance between Bezwada and its own stations shall be furnished by each Railway to the other two, but the amounts to be charged upon interchanged traffic shall be furnished by the Railway concerned, in the form of station-to-station rates in order to avoid any calculation of charges according to distance.

CLAUSE 23.

Letters and Telegrams.—Letters and telegrams relating to joint business and interchanged and passing traffic shall be interchanged free of charge between the three Railways.

CLAUSE 24.

Division of Minimum Charges.—Minimum charges of goods, luggage and parcels shall be divided between the Railways concerned in proportion to mileage, the minima being those defined in the Conference Rules for the time being in force.

CLAUSE 25.

Instructions.—The instructions of each Railway as to charges on traffic for its own line shall be furnished by the administrations of the respective Railways to the Joint Station staff and shall be acted upon.

CLAUSE 26.

Responsibility of each Railway for collecting charges.—Each Railway shall be responsible for collecting and paying over to the others all charges due to the others on all traffic received with the exceptions noted below, which must be collected in full by the forwarding Railway, namely:—

(*a*) Charges on live-stock of every description.
(*b*) Charges for all articles, goods or parcels, which, according to the rules of the forwarding Railway, are required to be prepaid, including all perishable articles.
(*c*) Charges on Commissariat, Ordnance, Medical and other Government stores booked on credit note or which may be prepaid.
(*d*) Passengers' fares, freight on passengers' luggage, specie, carriages, etc., and charges on insurance.
(*e*) Charges on all articles booked and carried in charge of the owner.

CLAUSE 27.

Errors in Calculation.—Errors in calculation, freight, weight, description, etc., in coaching and goods traffic shall be dealt with in accordance with the Conference Rules for the time being in force.

CLAUSE 28.

Altering Invoices.—The receiving Railways shall not reduce the charge mentioned on the Invoice, or through way-bill, without consent of the forwarding Railway, but errors due to classification, or rate, or calculation may be corrected.

CLAUSE 29.

Undercharges.—Undercharges on consignments whether "Paid" or "To pay" unless booked under credit note shall be debited to the receiving station with the exception of items in Clause 26.

CLAUSE 30.

Overcharges.—All overcharges not claimed by consignee shall belong to the Railway by which the charges are collected.

CLAUSE 31.

Adjustment of Claims.—Claims on interchanged traffic shall be adjusted and dealt with in accordance with the Conference Rules for the time being in force. All claims for compensation on local and passing traffic shall be settled by the Railways concerned.

CLAUSE 32.

Demurrage.—On giving 24 hours' notice on either side, the usual demurrage and penalty shall be payable by any of three Railways failing to supply wagons or vehicles, or for delaying transhipment in time to permit of the release of other Railways' stock within the time allowed, under the Conference Rules for the time being in force, after the arrival of such wagons at the junction.

CLAUSE 33.

Delivery of Rolling-Stock at Beswada.—All stock shall be handed over to the Joint Station staff in accordance with the Conference Rules for the time being in force.

CLAUSE 34.

Notice to Limit Traffic.—If at any time any one of the Railways shall be unable, from any cause, to receive and forward all the traffic tendered by the other, it shall be competent for the receiving Railway to give notice, of not less than 7 days, naming the maximum quantity it will be prepared to receive and forward, and the period during which the restriction will be necessary and during such period the said Railway shall not be bound to receive more than the quantity so specified.

CLAUSE 35.

Fractions of Weight.—In booking goods, luggage and parcels, fractions in weight shall be treated in accordance with the Conference Rules for the time being in force.

CLAUSE 36.

Fractions of Charges.—In calculating charges, fraction of an anna of 6 pies and over shall be charged as one anna, and fractions which are less than six pies shall be dropped. This rule applies not only to the gross charge made to the public, but also to any Railway's proportion of the gross charge as well as to Government and private luggage booked on a warrant.

CLAUSE 37

Equivalent of a Ton and Maund.—The equivalent of a ton in maunds, and a maund in pounds, is that decided by the Conference Rules.

CLAUSE 38.

Adjustment of Accounts.—The Audit Offices of the Railways concerned shall exchange weekly Division Sheets, each Railway shall have, in division, its own rates, and fares as quoted for interchanged traffic in accordance with Clause 22, except in the case of insurance and traffic divisible on mileage between the Railways concerned. Each Railway shall account for all inward through goods, live-stock, parcels and outward coaching traffic (except parcels) within 3 weeks from the date the traffic passes Bezwada Junction. A monthly settlement of accounts based on division sheets, bills and statements shall be made, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice, shall be adjusted in subsequent accounts.

CLAUSE 39.

Disputes, Arbitration.—(*a*) In case of any difference of opinion between the three Railways as to the construction of any part of this Agreement, or as to its application to any particular case, any one Railway shall be entitled to call for arbitration to be conducted in the ordinary way, each Railway nominating its own arbitrator and should the arbitrators so appointed fail to agree, they, that is the arbitrators so appointed, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding upon the three Railways, in regard to the matter or matters, which may be referred to him or them.

(*b*). But if any one or two of the three Railways shall fail to nominate an arbitrator within 8 weeks after notice to call for an arbitration has been given to such Railway or Railways, by any one Railway, the Railway giving such notice may nominate its own arbitrator or arbitrators and in such case the decision of the one arbitrator or arbitrators, so appointed, shall be binding and conclusive upon the three Railways.

CLAUSE 40.

This Agreement is to be subject to the sanction of the Government of India*, the Board of Directors of the Southern Mahratta Railway† and the Board of Directors of the Nizam's Guaranteed State Railway.‡

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* Sanctioned in Government of India letter No. 831 R. T., dated the 4th September 1899.

† In Southern Mahratta Railway Board's letter No. 364, dated the 13th October 1899.

‡ Approval of Board of Directors' communicated in Agent and Manager's letter No. 6368G., dated the 6th November 1899.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX A.

SUB-SCHEDULE No. 1.

Maximum limit of Joint Station staff jointly sanctioned by the three Railways concerned for employment at the Bezwada Joint Station under the terms of Clause 12 of the Agreement.

NAMES.	No.	Salary per month.	REMARKS.
		Rs.	
Station Master	1	230	
Assistant Station Master	1	95	
Do. Do.	1	40	
Booking Clerk	1	50	
Assistant Booking Clerks	2	50	
Luggage and Parcel Clerk	1	50	
Assistant Luggage and Parcel Clerks	2	40	
Transhipment Clerks	5	135*	
Station Clerk	1	25	
Ticket Collectors	4	30	
Number-takers	4	85	
Signallers	9	210	
Telegraph Peons	2	12	
Shunting Jamadars	5	50	
Points Jemadar	2	25	
Pointsmen	25	200	
Lampmen	3	25	
Porters	2	12	
Bhisties	2	14	
Yard Foreman	1	50	
Sweepers	4	30	
Gatemen	11	66	
Watch Jamadar	1	10	
Watchmen	10	90	
Sealer	1	7	
Punkha Cooly	1	4	
Stamps, paste, etc., Imprest	...	10	
Relieving Staff	...	25	
Hot weather establishment	...	25	
Goods handling charges	...	600*	
Parcels and Luggage charges	...	30	
TOTAL	...	2,325	
GOODS SHED STAFF NOT CHARGEABLE TO SOUTHERN MAHRATTA RAILWAY WHICH PAYS ITS OWN GOODS STAFF.			
Goods Clerk	1	70	
Assistant Goods Clerk	1	25	
Do. do.	1	25	
Marker	1	10	
Porter	1	6	
TOTAL	...	136	
GRAND TOTAL	...	2,511	

* These items to be excluded from the Joint Station expenses account division of charges being made on actual service rendered to each Railway.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX B.

SUB-SCHEDULE NO. 1.

List of Joint works used by all three Railways.

Item.	Name of work.	Amount.	Rent and Maintenance.	
			6½%	9%
		Rs.	Rs.	Rs.
5	Passenger station	32,084		
6	Passenger platform	7,850		
8	Goods do.	6,353		
9	Pointsmen's lodges	1,265		
10	Latrines	2,858		
11	Approach road	5,816		
12	Fencing station yard	4,542		
14	Refreshment room	381		
15	Station flooring	172		
16	Post office	2810		
17	Signallers' and coaching clerks' quarters	8,566		
20	Menial Porters' quarters	8,124		
22	Linemen's houses	1,746		
23	Engineer's rest-house (used as joint staff quarters)	14,582		
27	Temporary cholera shed	84		
28	Station Master's quarters	6,477		
32	Tank house	11,107	1,61,640	
34	Pump house	6,163		
35	Water columns	1,433		
36	Cast iron pipes for water connections	1,513		
37	Platform crane	712		
38	Station signals	3,447		
39	Distant signals with connections	1,096		
40	Disc signals	498		
45	Horse and carriage docks	725		
48	Weigh-bridges	5,236		
53	Water-works	2,327		
54	Piping	9,756		
57	Watering arrangements	2,964		
58	Stand-cock	373		
59	Tools and plant	4,967		
62	Deep well pump on abutment of Kistna Bridge	3,480		
63	Tanks and staging	4,043		
1	Earth work	25,381	25,381	...
2	Minor bridges and culverts	4,855	4,855	...
3	Ballast	13,575	...	13,575
4	Permanent-way	1,40,300	...	1,40,300
41	Points	4,743	...	4,743
42	Crossings including guard rails	4,302	...	4,302
43	Points and crossings	5,212	...	5,212
49	Alteration of siding to weigh-bridge	373	373	...
50	Weighing machine	415	415	...
51	Dead buffer and Scotch blocks	312	312	...
55	Buffer stops	179	179	...
56	Scotch blocks	44	44	...
	TOTAL	3,61,331	1,93,199	1,68,132

This Sub-Schedule does not include the cost of land Rs. 39,200, separate reference will hereafter be made to Government whether in a revised agreement a charge of 4 per cent. per annum should be debited to Joint Station expenses to cover interest exclusive of maintenance.

When completed and their cost is known, the following works will be added to Sub-Schedule No. I, *viz.*:—

(*a*) 24 Menials' quarters.

(*b*) 8 Signallers' quarters.

(*c*) 1 Assistant Station Master's quarters.

(*d*) The cost of improving the water-supply of the Junction by laying pipes of greater capacity between the pump at the Kistna Bridge North abutment and the station including the cost of providing extra storeage tanks.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX B.

SUB-SCHEDULE NO. 2.

List of works exclusively used by H. H. the Nizam's Guaranteed State Railway Company, Limited, to be dealt with in terms of paragraph 2 (a) of Clause 7 of the Agreement.

Item.	Name of work.	Amount.	Remarks.
		Rs.	
19	Running-room	7,712	All chargeable at the rate of 6¼ per cent. per annum.
21	Rest-house for Nizam's Railway Officers	3,500	
29	Engine shed	18,153	
30	Ashpit	1,999	
31	Washing out apparatus	663	
33	Pumps for stations	688	
44	Wells and tanks	3,101	
	Total	35,816	

SUB-SCHEDULE NO. 3.

List of works exclusively used by the East Coast Railway to be dealt with in terms of paragraph 2 (a) of Clause 7 of the Agreement.

Item.	Name of work.	Amount.	Remarks.
		Rs.	
13	Hospital with out-houses	9,443	All chargeable at the rate of 6¼ per cent. per annum.
24	Guards' quarters	1,792	
25	Guards' and Drivers' quarters, No. 1	652	
26	Do. do No. 2	652	
60	Subordinates' quarters	2,310	Sold to zenana mission.
	Total	14,849	

SUB-SCHEDULE NO. 4.

List of works used jointly by the East Coast Railway and H. H. the Nizam's Guaranteed State Railway Company, Limited, to be dealt with in terms of paragraph 2 (b) of Clause 7 of the Agreement.

Item.	Name of work.	Amount.	Remarks.
		Rs.	
7	Goods shed	8,868	All chargeable at the rate of 6¼ per cent. per annum.
18	Goods and Transhipment clerks' quarters	6,836*	
46	Engine turn-table	12,897	
47	Fuel stages	17	
52	Dock on the Ellore canal	74,875	
	Total	1,03,493	

* Should the Southern Mahratta Railway hereafter occupy any of these quarters the item should be transferred to Sub-Schedule 1.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX C.

Tools and Plant at Bezwada Joint Station.

No.	Articles.	No.	Value of each. Rs. a. p.	Amount. Rs. a. p.	Remarks.
	Station Inspector's Office.				
1	Almirahs, wooden	1	90 0 0	90 0 0	
2	Badges, silver, S. M.	1	3 0 0	3 0 0	
3	Buckets, iron, galvanized	3	1 15 6	5 14 6	
4	Chairs, arm	2	8 0 0	16 0 0	
5	Clocks, office	1	20 0 0	20 0 0	
6	Lamp, hanging	1	24 2 0	24 2 0	
6a	Pigeon holes	1	25 0 0	25 0 0	
7	Racks, wooden	1	90 0 0	90 0 0	
8	Shelf, book	1	45 0 0	45 0 0	
9	Scale, letter weighing	1	6 14 2	6 14 2	
10	Safes, cash, station	2	167 7 9	334 15 6	
11	Scales, trass, station	3	1 12 0	5 4 0	
12	Stretcher, canvas	1	5 0 0	5 0 0	
13	Stretcher, rattan	1	10 0 0	10 0 0	
14	Table with drawers	1	40 0 0	40 0 0	
15	Table, dressing	1	20 0 0	20 0 0	
16	Table, side, occasional	1	30 0 0	30 0 0	
17	Trap, rat	1	0 10 0	0 10 0	
	Platform.				
1	Badges, vendors	6	3 0 0	18 0 0	
2	Do. coolies	12	3 0 0	36 0 0	
3	Do. Pointsmen	24	2 6 0	57 0 0	
4	Do. Watchmen	9	2 6 0	21 6 0	
5	Do. Watch Jamadar	1	2 4 0	2 4 0	
6	Do. Line do.	4	2 4 0	9 0 0	
7	Do. Telegraph peon	2	2 12 0	5 8 0	
8	Benches, platform	4	50 0 0	200 0 0	
9	Bells, hand	1	6 6 3	6 6 3	
10	Do. engine tender	1	7 7 7	7 7 7	
11	Barrows, platform	1	150 0 0	150 0 0	
12	Board, native zinc	5	5 0 0	25 0 0	
13	Chains, safety	12	1 12 0	21 0 0	
14	Cases, notice, glass	4	8 0 0	32 0 0	
15	Clocks, station	1	161 14 3	161 14 3	
16	Filter, carbon	1	26 0 0	26 0 0	
17	Stand, filter	1	8 0 0	8 0 0	
18	Locks, pad, brass	4	1 12 0	7 0 0	
19	Locks, pad, iron	3	1 0 0	3 0 0	
20	Locks, pad, 9' 2"	16	2 0 0	32 0 0	
21	Do. 2½"	38	2 1 0	78 6 0	
22	Do. 3"	12	2 9 9	31 5 0	
23	Lamps, hanging	1	24 2 0	24 2 0	
24	Do. street	18	18 0 0	324 0 0	
25	Ladder, wooden	1	9 0 0	9 0 0	
	Lamp Room.				
1	Lamps, hand signals	48	4 12 0	228 0 0	
2	Do. ticket collector	10	2 12 0	28 0 0	
3	Do. inner signal	6	17 10 6	105 15 0	
4	Do. platform	4	13 0 0	52 0 0	
5	Do. stand	5	32 0 0	160 0 0	
6	Tanks oil	2	20 0 0	40 0 0	
	Telegraph Office.				
1	Counter with drawers	1	90 0 0	90 0 0	
2	Do. without drawers	1	45 0 0	45 0 0	
3	Clocks, station	1	161 14 3	161 14 3	

NOTE—The furniture of Goods and Transhipment Offices will be omitted from Joint Station account and separately apportioned in accordance with the actual use by each Railway.

Tools and Plant at Bezwada Joint Station—contd.

No.	Articles.	No.	Value of each.			Amount.			Remarks.
			Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	
	Telegraph Office—contd.								
4	Lamps, hanging	1	24	2	0	24	2	0	
5	Racks, wooden	1	90	0	0	90	0	0	
6	Machines, punching	1	5	0	0	5	0	0	
7	Stools, teak	5	5	0	0	25	0	0	
8	Shelf with flap doors	1	20	0	0	20	0	0	
	Goods Office.								
1	Almirahs, wooden	2	90	0	0	180	0	0	
2	Boxes, deal wood	1	10	0	0	10	0	0	
3	Benches, teak, common	1	15	0	0	15	0	0	
4	Clocks, station	1	161	14	3	161	14	3	
5	Counter with drawers	1	90	0	0	90	0	0	
6	Chairs, arm	1	8	0	0	8	0	0	
7	Lamps, hanging	1	24	2	0	24	2	0	
8	Stools, teak	4	5	0	0	20	0	0	
9	Safes, cash	1	167	7	9	167	7	9	
10	Table, teak wood	1	35	0	0	35	0	0	
11	Do. teak, with drawers	1	40	0	0	40	0	0	
12	Tarpaulins	20	100	0	0	2,000	0	0	
	Luggage.								
1	Box, deal wood	1	10	0	0	10	0	0	
2	Chairs, arm	2	8	0	0	16	0	0	
3	Box, cash, tin	1	3	0	0	3	0	0	
4	Rack, wooden	1	90	0	0	90	0	0	
5	Table with drawers	1	40	0	0	40	0	0	
	Booking Office.								
1	Box, teak, large	1	25	0	0	25	0	0	
2	Bags, cash, leather	3	1	1	9	3	5	3	
3	Cases, tickets	3	120	0	0	360	0	0	
4	Chairs, arm	1	8	0	0	8	0	0	
5	Counters with drawers	1	90	0	0	90	0	0	
6	Nippers, ticket	5	1	11	0	8	7	0	
7	Keys, carriage	4	0	9	5	2	6	8	
8	Lamps, hanging	1	24	2	0	24	2	0	
9	Presses, ticket, dating	2	41	5	4	92	10	8	
10	Table with drawers	1	40	0	0	40	0	0	
11	Tester, coin	1	1	1	10	1	1	10	
	Number Taker's Office.								
1	Counter without drawers	1	45	0	0	45	0	0	
2	Chairs, arm	2	8	0	0	16	0	0	
3	Table with drawers	1	40	0	0	40	0	0	
	Transhipment Office.								
1	Barrows, platform	1	150	0	0	150	0	0	
2	Chairs, arm	3	8	0	0	24	0	0	
3	Counters with drawers	1	90	0	0	90	0	0	
4	Ladder, wooden	1	9	0	0	9	0	0	
5	Loading boards	11	30	0	0	330	0	0	
6	Do. horses	3	20	0	0	60	0	0	
7	Lamps, hanging	1	24	2	0	24	2	0	
8	Press, horse shoe	1	2	0	0	2	0	0	
9	Stencil plates	10	2	4	0	22	8	0	
10	Table with drawers	1	40	0	0	40	0	0	
11	Seal, owner's risk	1	3	0	0	3	0	0	

Tools and Plant at Bezwada Joint Station—concld.

No.	Articles.	No.	Value of each.	Amount.	Remarks.
	Refreshment Room.		*Rs. a. p.*	*Rs. a. p.*	
1	Almirah, glass	1	120 0 0	120 0 0	
2	Counters, deal wood	1	20 0 0	20 0 0	
3	Filters, carbon	1	26 0 0	26 0 0	
4	Side board	1	150 0 0	150 0 0	
5	Table, oval	1	35 0 0	35 0 0	
6	Tables, dressing	2	20 0 0	40 0 0	
7	Do. side	2	30 0 0	60 0 0	
8	Lamp, hanging	1	24 2 0	24 2 0	
	Gentlemen's Waiting Room.				
1	Basin, enamel	1	3 0 0	3 0 0	
2	Commode, wooden	2	10 0 0	20 0 0	
3	Chairs, arm	5	8 0 0	40 0 0	
4	Chairs, easy	3	15 0 0	45 0 0	
5	Boxes, curl paper	1	3 0 0	3 0 0	
6	Glasses, looking	1	20 0 0	20 0 0	
7	Jugs, China	1	2 0 0	2 0 0	
8	Racks, towel	1	8 0 0	8 0 0	
9	Tables, oval	1	35 0 0	35 0 0	
10	Do. wash hand	1	20 0 0	20 0 0	
11	Do. dressing	1	20 0 0	29 0 0	
12	Lamps, hanging	1	24 2 0	24 2 0	
13	Purdahs	3	5 8 0	16 8 0	
14	Tub, zinc	1	5 8 8	5 8 8	
15	Tray, tooth brush	1	1 8 0	1 8 0	
	Ladies' Waiting Room.				
1	Basins, China	1	5 0 0	5 0 0	
2	Boxes, curl, paper	1	3 0 0	3 0 0	
3	Chairs, arm	5	8 0 0	40 0 0	
4	Chairs, ladies' easy	2	20 0 0	40 0 0	
5	Commode, wooden	2	10 0 0	20 0 0	
6	Glasses, wooden	1	20 0 0	20 0 0	
7	Jugs, enamel cod	1	3 0 0	3 0 0	
8	Couches, rattan	1	100 0 0	100 0 0	
9	Dish, soap	1	1 8 0	1 8 0	
10	Lamps, hanging	1	24 2 0	24 2 0	
11	Purdahs	3	5 8 0	16 8 0	
12	Rack, towel	1	8 0 0	8 0 0	
13	Table, oval	1	35 0 0	35 0 0	
14	Table, wash hand	1	20 0 0	20 0 0	
15	Tables, dressing	2	20 0 0	40 0 0	
16	Tables, side	2	30 0 0	60 0 0	
17	Tubs, bath, zinc	1	5 8 8	5 8 8	
18	Tray, tooth brush	1	1 8 0	1 8 8	
	Total			8,745 9 7	

APPENDIX Z.

Agreement for running powers for coaching trains over part of the EASTERN BENGAL STATE RAILWAY, and for the performance of terminal services and the provision of terminal accommodation at SEALDAH granted by the SECRETARY OF STATE TO THE BENGAL CENTRAL RAILWAY COMPANY.

CLAUSE 1.

Terms of Agreement.—This Agreement to come into force with effect from the 1st January 1899, and to remain in force until the expiry of at least six months' notice from either side desiring to revise or cancel it. Such notice to terminate either on the 30th June or 31st December of any year.

CLAUSE 2.

Coaching traffic to be interchanged at Calcutta.—Coaching traffic between Bengal Central Railway stations and stations on the Southern and Budge-Budge sections of the Eastern Bengal State Railway shall be interchanged at Sealdah; all other through coaching traffic between the two Railways not dealt with under this Agreement shall be interchanged at Dum-Dum or Ranaghat Junctions in accordance with the joint Agreement for interchange of traffic.

CLAUSE 3.

Running powers to Bengal Central Railway.—The Bengal Central Railway shall have power to run and haul its own coaching trains over the Eastern Bengal State Railway line between Dum-Dum Junction and Sealdah (5 miles).

CLAUSE 4.

Payment for running powers of coaching trains.—For every coaching train run by the Bengal Central Railway between Dum-Dum Junction and Sealdah in either direction the Bengal Central Railway shall pay to the Eastern Bengal State Railway a sum equal to 80 per cent. of the gross earnings of the train on a distance of 5 miles.

Monthly statements showing the appoximate amounts due on this account to the Eastern Bengal State Railway will be submitted by the end of the following month by the Auditor, Bengal Central Railway, to the Examiner, Eastern Bengal State Railway. The total amount due in any half-year must agree with the amount as calculated in the published Bengal Central Railway Statistics of that half-year; and the monthly statements referred to above will be only accepted, subject to correction and adjustment in accordance with and on the publication of the aforesaid Statistics. The records in the office of the Auditor, Bengal Central Railway, so far as they concern, the apportionment of the amounts due to the Eastern Bengal State Railway will be always open to the inspection of the Eastern Bengal State Railway authorities.

CLAUSE 5.

Payment for haulage of vehicles.—Should it at any time be necessary for coaching vehicles of the one Railway engaged upon that Railway's service to be hauled on the trains of the other Railway, a payment shall be made to the hauling Railway of two annas per mile per vehicle.

But no demurrage shall be charged on vehicles thus sent.

CLAUSE 6.

Running powers payment to include all services.—(*a*) The payment [excluding any payment under clause (*b*) or clause 5 or payment for use of special accommodation, under clauses 7 (*a*), (*b*) and (*c*)] to be made by the Bengal Central Railway to the Eastern Bengal State Railway for running powers to and from Sealdah shall be the total charge to be levied on such traffic for all services (other than services which this Agreement expressly stipulates are to be performed or paid for by the Bengal Central Railway) connected with its passage over the Eastern Bengal State Railway, or dealing therewith at Sealdah.

(*b*). **No extra or additional toll or charge of any kind to be imposed.**—No other charge whatsoever, either as a toll for right of way or on account of services rendered, shall be imposed by the Eastern Bengal State Railway on the Bengal Central Railway traffic, or be levied either from the Bengal Central Railway or the public, on account of the reception or despatch of the Bengal Central Railway through trains at or from Dum-Dum Junction, their passage over any portion of the Eastern Bengal State Railway to or from Sealdah, or the dealing with Bengal Central Railway trains and traffic at Sealdah. This does not, however, affect the

sharing of joint expenses at Dum-Dum Junction and Ranaghat under the current Agreement for interchange of traffic at those points.

CLAUSE 7.

(*a*). The Eastern Bengal State Railway shall provide the necessary accommodation and staff for dealing efficiently with Bengal Central Railway coaching trains and traffic at Sealdah, and shall perform all services required for the proper working of such trains and traffic at Dum-Dum Junction and Sealdah and intermediate stations, except such services as under this Agreement have to be performed by the Bengal Central Railway. Any special accommodation necessitated solely for Bengal Central Railway purposes outside the accommodation provided in this Agreement to be provided by the Eastern Bengal State Railway on terms to be settled when the requirement arises.

(*b*). No special accommodation for engines can be allotted to the Bengal Central Railway at Sealdah, but the Bengal Central Railway engines running in and out of Sealdah with Bengal Central Railway trains shall have the use of the Locomotive sheds, sidings, staff, running-rooms and other conveniences without charge, and in the same manner as if the engines belonged to the Eastern Bengal State Railway. Stores, oil and coal (other than for lighting up) must be provided by the Bengal Central Railway for its own trains.

(*c*). **Consulting Engineer to decide disputes as to additional works.**—The Consulting Engineer to the Government of India for Railways, Calcutta, to be accepted as Arbitrator in the event of any dispute arising as between the two Railways in respect to whether any additional accommodation asked for by the Bengal Central Railway is required or not.

(*d*). The Eastern Bengal State Railway to supply staff, including labour, for receiving, unloading, and delivering to consignees inward luggage, parcels, specie, live-stock, etc., from Bengal Central Railway and connected lines, and receiving from consignors, loading and forwarding outwards luggage, parcels, specie, live-stock, etc., for the Bengal Central Railway and connected lines.

(*e*). The Eastern Bengal State Railway Station staff to keep accounts in connection with receiving and forwarding traffic, including invoicing and collection of fares and freight charges. The fares and freight charges, demurrage on parcels received from or *viâ* Bengal Central Railway Stations realized shall be paid daily to the Bengal Central Railway Cashier. The forms to be used by the Eastern Bengal State Railway, and accounts kept, are those in use at the Bengal Central Railway Company's Stations, and no other forms shall be used without the consent previously obtained of the Bengal Central Railway. The forms shall be supplied and paid for by the Bengal Central Railway. Only such returns shall be submitted to the Assistant Traffic Superintendent, Bengal Central Railway, as are usually submitted to the Traffic Department, Eastern Bengal State Railway.

(*f*). The Eastern Bengal State Railway Station staff to submit returns to the Auditor, Bengal Central Railway, and statistics of traffic in the forms current on the Bengal Central Railway, compiled in accordance with the procedure and rules in force from time to time on the Bengal Central Railway.

(*g*). The Eastern Bengal State Railway Station staff to receive and despatch Railway and public telegrams.

(*h*). The Eastern Bengal State Railway Station staff to account for to the Auditor, Bengal Central Railway, and despatch to the Bengal Central Railway Lost Property Office all unclaimed articles found in Bengal Central Railway trains or in offices or on platforms and lines after arrival or departure of Bengal Central Railway trains.

(*i*). The Eastern Bengal State Railway shall show no undue preference in favour of their own traffic as against the Bengal Central Railway traffic, or *vice versâ*.

CLAUSE 8.

Inwards trains to Sealdah.—(*a*) The contents of all brake-vans and luggage-vans shall on unloading be checked with the guidance and way-bills, and any shortage or damage shall be forthwith reported to the Guard and his signature obtained in the guidance to an entry to this effect, and a joint telegram sent to the Assistant Traffic Superintendent, Calcutta, and sending station to be followed by a report in detail, as per Bengal Central Railway Form. In the absence of any duly initialled remark in the guidance and report despatched within twenty-four hours after arrival, all packages shall be considered as having been made over in full and undamaged, and the Bengal Central Railway shall be freed from further responsibility in regard to them.

(*b*). It shall be open to the Bengal Central Railway to appoint a traffic official or officials to inspect the receipt and despatch of traffic at Sealdah, and the Eastern Bengal State Railway shall give the said official every facility for so doing.

(*c*). The Bengal Central Railway shall pay claims for shortages and deficiencies duly reported by Eastern Bengal State Railway as provided for in clause 8 (*a*); other claims shall be paid by the Eastern Bengal State Railway.

(*d*). The Eastern Bengal State Railway shall be responsible for collecting all charges due on inwards traffic, with the following exceptions:—

I.—Charges on live-stock of every description.

II.—Charges on all articles which, according to the rules of the Bengal Central Railway or other forwarding Railway, are required to be prepaid. The rules of the Bengal Central Railway in this respect shall be duly notified.

III.—Charges on Commissariat and Ordnance stores booked under credit note.
IV.—Undercharges under Re. 1 in freight paid by credit note.

CLAUSE 9.

Outwards traffic to Bengal Central Railway.—(*a*) The Eastern Bengal State Railway shall pay claims for shortages and deficiencies duly reported by the Bengal Central Railway as provided for in clause 8 (*a*). Other claims shall be paid by the Bengal Central Railway.

(*b*) The Eastern Bengal State Railway shall be responsible for the accuracy of the charges invoiced in the following cases :—

I.—Charges on live-stock of every description.
II.—Charges on articles which, according to the rules of the Bengal Central Railway or other receiving Railway, are required to be prepaid. The rules of the Bengal Central Railway in this respect shall be duly notified.
III.—Charges on Commissariat and Ordnance stores booked under credit note.
IV.—Undercharges under Re. 1 in freight paid by credit note.

CLAUSE 10.

Outwards and inwards traffic.—In delivering and receiving traffic, the Eastern Bengal State Railway in their dealings with the public and consignees and consignors shall in all respects enforce compliance with the conditions in force from time to time on the Bengal Central Railway for the carriage of traffic.

CLAUSE 11.

Responsibility for accidents.—(*a*) The Bengal Central Railway shall be responsible for all accidents to their own trains while on the Eastern Bengal State Railway. The Eastern Bengal State Railway shall be similarly responsible for accidents to their trains.

(*b*) **Obstruction of line.**—In the event of the Eastern Bengal State Railway line or stations being obstructed by disabled Bengal Central Railway trains, from whatever cause arising, it shall be the duty of the Eastern Bengal State Railway staff to clear the line.

(*c*) **Expenses in connection with removal of disabled Bengal Central Railway trains.**—The expenses incurred, so far as it relates to the removal of the Bengal Central Railway train, shall be recouped by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the Eastern Bengal State Railway.

(*d*). Notice of all accidents, damages, losses, etc., to Bengal Central Railway trains shall be sent in accordance with the rules in force for reporting accidents on the Eastern Bengal State Railway from time to time to the Officers of both Railways immediately such losses, accidents, etc., occur.

CLAUSE 12.

(*a*). The Bengal Central Railway shall provide the running staff, and shall supply engine tickets, guidances, lamps, oil and other running stores necessary for the equipment of its own trains as well as the tickets, way-bills, and other station forms necessary for its own particular purposes; and shall also provide its own carriage examining, washing, and greasing staff with the necessary tools and stores. If gas lighting be adopted, the question will be treated separately.

(*b*). The Bengal Central Railway shall supply all engine power for shunting and marshalling its own coaching trains, or shall pay the Eastern Bengal State Railway for these services on terms to be mutually agreed upon.

CLAUSE 13.

Working of trains.—(*a*) All trains shall travel over the Eastern Bengal State Railway in accordance with the rules in force on the Eastern Bengal State Railway for the passage of trains, and shall be generally controlled when running over the Eastern Bengal State Railway line by the staff of the Eastern Bengal State Railway, to whom, when on the Eastern Bengal State Railway, the train staff of the Bengal Central Railway shall be subordinate.

(*b*). **Subordination of Bengal Cental Railway train staff.**—In all respects the servants of the Bengal Central Railway working these trains shall be subject to all the rules and regulations of the Eastern Bengal State Railway, in force over these portions of the line for the time being.

(*c*). **Enforcement of discipline.**—In cases of any breach of rules and regulations by servants of the Bengal Central Railway, the same shall be dealt with by the Heads of the Traffic Departments of the two Railways, and in case of dispute as to the interpretation of the rules and regulations of the Eastern Bengal State Railway, the matter shall be referred to the Manager of the Eastern Bengal State Railway, whose decision shall be final.

(*d*). **Speed and timing of train.**—The speed of trains and times of departure and arrival shall be determined by the Eastern Bengal State Railway from time to time in communication with the Bengal Central Railway.

CLAUSE 14.

Storage of Bengal Central Railway spare coaching stock at Sealdah.—The Bengal Central Railway shall be entitled to store on the premises of the Eastern Bengal State

Railway at Sealdah, a sufficient number of spare coaching vehicles to provide for the exigencies of the traffic arising at the station, but shall not use the station as a depôt for surplus stock.

CLAUSE 15.

Free passes.—Either Railway may issue free passes between Dum-Dum Junction and Sealdah, and send free its own officers' reserved carriages by the trains of either Railway, subject to such restrictions as the traffic of either Railway may require and as may be mutually arranged.

CLAUSE 16.

Statement of accounts.—All settlement of accounts under this Agreement shall be made monthly.

CLAUSE 17.

(*a*). Local coaching traffic between Calcutta, including stations south of Calcutta, and Dum-Dum Junction is local traffic of the Eastern Bengal State Railway. If carried in Bengal Central Railway trains 80 per cent. of the earnings shall be credited to the Eastern Bengal State Railway and 20 per cent. to the Bengal Central Railway.

(*b*). Holders of season tickets between Dum-Dum Junction and Calcutta, including stations south of Calcutta, shall be allowed to travel by the trains of either Railway. The total earnings from such traffic shall, in the first instance, be divided in proportion to the total number of passenger trains run by each Railway. Of the Bengal Central Railway proportion thus obtained 20 per cent. shall be credited to the Bengal Central Railway and 80 per cent. to the Eastern Bengal State Railway.

CLAUSE 18.

Arbitration.—In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both Railways in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and, in such case, the decision of the one Arbitrator so appointed shall be binding upon both Railways.

CLAUSE 19.

Confirmation of Agreement.—This Agreement to be subject to the confirmation of the *Government of India and the †Board of Directors of the Bengal Central Railway.

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* Sanctioned in Government of India letter No. 1160 R.T., dated the 24th November 1899.
† Approved in Board's letter No. 22, dated the 6th October 1899.

APPENDIX A A.

Agreement for running powers for goods trains over part of the EASTERN BENGAL STATE RAILWAY, and for the performance of terminal services and the provision of terminal accommodation at SEALDAH, at CHITPORE and at the KIDDERPORE DOCKS granted by the SECRETARY OF STATE TO THE BENGAL CENTRAL RAILWAY COMPANY.

CLAUSE 1.

Term of Agreement.—This Agreement to come into force with effect from the 1st July 1899, and to remain in force until the expiry of at least six months' notice from either side desiring to revise or cancel it. Such notice to terminate either on the 30th June or 31st December of any year.

CLAUSE 2.

Goods traffic where to be interchanged.—Goods traffic between Bengal Central Railway stations and stations on the Southern and Budge-Budge Sections shall be interchanged at Sealdah; all other through goods traffic between the two Railways not dealt with under this Agreement shall be interchanged at Dum-Dum or Ranaghat Junctions, except that consignments of less than 81 maunds shall be interchanged at Sealdah instead of at *Dum-Dum Junction, rates being charged* viâ *Dum-Dum only.*

CLAUSE 3.

Running powers to the Bengal Central Railway.—The Bengal Central Railway shall have power to run and haul its goods trains over the Eastern Bengal State Railway line.

(*a*) Between Dum-Dum Junction and Sealdah, (5) miles.
(*b*) Between Dum-Dum Junction and Chitpore, (4) miles.
(*c*) Between Dum-Dum Junction and the Kidderpore Dock Junction, (12) miles.

CLAUSE 4.

Payment for running powers of goods trains.—(*a*) For every goods train run by the Bengal Central Railway between Dum-Dum and Sealdah and *viâ* or Chitpore and *viâ* in either direction the Bengal Central Railway shall pay to the Eastern Bengal State Railway a sum equal to 80 per cent. of the gross earnings of the train, including terminals, on a minimum distance of 10 miles; that is to say, assuming the distance from Dum-Dum Junction to Khoolna be 100 miles, and the charge to the public for goods booked to Chitpore as for 104 miles or 110 miles (if the Bengal Central Railway wish to charge as for 10 miles from Dum-Dum Junction to Chitpore), the freight in the latter case will be divided in the proportion of $\frac{100}{110} + \frac{20}{100} \times \frac{10}{110}$ to the Bengal Central Railway, and $\frac{80}{100} \times \frac{10}{110}$ to the Eastern Bengal State Railway.

(*b*) In the case of goods booked to the Docks the distance on the Bengal Central Railway from the station of origin being X miles, the freight from the station of origin to the Kidderpore Docks will be divided as follows:—

$\frac{x}{x+12} + \frac{20}{100}\left(\frac{12}{12+12}\right)$ to the Bengal Central Railway, and $\frac{80}{100}\left(\frac{12}{x+12}\right)$ to the Eastern Bengal State Railway.

(*c*) The gross earnings mentioned in this clause are to be calculated on the total audited freights shewn on the invoices, excluding sack hire and other special charges.

(*d*) The Auditor, Bengal Central Railway Administration, will prepare and submit monthly to the Examiner of Accounts, Eastern Bengal State Railway, statements, with the invoices attached, shewing the sum due to the Eastern Bengal State Railway under this Agreement as may be mutually arranged between the Audit offices.

CLAUSE 5.

Bengal Central Railway vehicles hauled by Eastern Bengal State Railway.—In the event of the Bengal Central Railway having fewer wagons to proceed on from Sealdah to Kidderpore Dock Junction than justify the running of a train between those points, or *vice versâ*, the Eastern Bengal State Railway to haul such wagons on its trains under clause 6.

CLAUSE 6.

Payment for haulage of vehicles.—Should it at any time be necessary for goods vehicles of the one Railway engaged upon that Railway's service to be hauled on the trains of the other Railway, a payment shall be made to the hauling Railway of two annas per mile per vehicle.

But no demurrage shall be charged on vehicles thus sent.

CLAUSE 7.

Alternative route to Kidderpore Docks.—In the event of the *viâ* Sealdah route to the Kidderpore Docks being unopen or blocked from any cause, and the route *viâ* Chitpore and the Port Commissioners' line being open, the latter route to be followed, the traffic being made over to the Port Commissioners at Chitpore Junction. The payment by the Bengal Central Railway for running powers to be as if the traffic had passed *viâ* Sealdah and the Kidderpore Dock Junction. The Eastern Bengal State Railway will settle the division of this payment with the Port Commissioners.

CLAUSE 8.

Running powers payment to include all services.—(*a*) The payment [excluding any payment under clause (*b*), or clause 6 or payment for use of special accommodation under clause 9 (*a*), (*b*) and (*c*)] to be made by the Bengal Central Railway to the Eastern Bengal State Railway for running powers to and from Sealdah, Chitpore, and the Kidderpore Docks Junction shall be the total charge to be levied on such traffic for all services (other than the services which this Agreement expressly stipulates are to be performed or paid for by the Bengal Central Railway) connected with its passage over the Eastern Bengal State Railway, or dealing therewith either at Sealdah, Chitpore, or Dock Junction.

(*b*) **No extra or additional toll or charge of any kind to be imposed.**—No other charge whatsoever, either as a toll for right of way or on account of services rendered, shall be imposed by the Eastern Bengal State Railway on the Bengal Central Railway traffic, or levied either from the Bengal Central Railway or the public, on account of the reception or despatch of the Bengal Central Railway through trains at or from Dum-Dum Junction, their passage over any portion of the Eastern Bengal State Railway to or from Calcutta, Chitpore, or Dock Junction, or the dealing with Bengal Central trains and traffic at Sealdah, Chitpore, and Dock Junction. This does not, however, affect the sharing of joint expenses at Dum-Dum and Ranaghat Junctions under the current Agreement for interchange of traffic at those points.

CLAUSE 9.

(*a*) The Eastern Bengal State Railway shall provide the necessary accommodation and staff for dealing efficiently with Bengal Central Railway goods trains and traffic at Sealdah and Chitpore (the accommodation at the Docks being provided by the Port Commissioners under a separate Agreement), and shall perform all services required for the proper working of such trains and traffic at Dum-Dum Junction, Sealdah, Chitpore, Dock Junction, and intermediate stations, except such services as have under this Agreement to be performed by the Bengal Central Railway. Any special accommodation required solely for Bengal Central Railway purposes outside the accommodation provided in this Agreement to be provided by the Eastern Bengal State Railway on terms to be settled when the requirement arises.

(*b*) No special accommodation for engines can be allotted to the Bengal Central Railway, but the Bengal Central Railway engines running in and out of Sealdah and Chitpore with Bengal Central Railway trains shall have the use of the Locomotive sheds, sidings, staff, running rooms and other conveniences in the same manner as if the engines belonged to the Eastern Bengal State Railway. Stores, oil and coal (other than for lighting up) must be provided by the Bengal Central Railway for its own trains.

(*c*) **Consulting Engineer to decide disputes as to additional works.**—The Consulting Engineer to the Government of India for Railways, Calcutta, to be accepted as Arbitrator in the event of any dispute arising as between the two Railways in respect to whether any additional accommodation asked for by the Bengal Central Railway is required or not.

CLAUSE 10.

Chitpore and *viâ* Chitpore traffic to be made over at Chitpore.—(*a*) In the case of traffic for Chitpore, Chitpore Ghât, *viâ* Chitpore Ghât for river delivery or Sealdah, including the Union and Barnagore Branch Jute Mills and the Patent Stone Company's siding and other sidings served from these stations (but excluding traffic taken *viâ* Chitpore under clause 7), the Bengal Central Railway goods trains shall be hauled by the Bengal Central Railway engines to and from Chitpore or Sealdah, where the traffic will be dealt with by the Eastern Bengal State Railway staff on behalf of, and on the responsibility of, the Bengal Central Railway. The Bengal Central Railway shall pay the difference between the amount charged to the public and that paid to the Contractor on account of traffic booked for river delivery *viâ* Chitpore Ghât. No demurrage shall be payable by the Eastern Bengal State Railway on account of delays, but any demurrage recovered from the public shall be credited to the Bengal Central Railway. Haulage charges leviable under the Eastern Bengal State Railway rules to the different sidings will be credited to the Railway doing the work.

The Eastern Bengal State Railway shall shew no undue preference in favour of their own traffic as against the Bengal Central Railway traffic, or *vice versâ*.

(*b*) In the case of traffic for the Port Commissioners' station *viâ* Chitpore the wagons will be similarly hauled to and from Chitpore, where the wagons will be dealt with by the Eastern Bengal State Railway staff on behalf of, and on the responsibility of, the Bengal Central Railway and made over to the Port Commissioners' officials under such terms as may from time to time be agreed upon between the Port Commissioners and the Eastern Bengal State Railway.

(*c*). The condition of all labels of Bengal Central Railway wagons arriving at Chitpore or Sealdah shall be checked by the Trains Clerk or other Eastern Bengal State Railway official receiving the train with the Bengal Central Railway Guard, and the latter's signature shall be obtained to any consequent entries made in the guidance. The contents of all wagons shall on unloading be checked with the card labels, invoices and guidances, and any shortage or damage shall be forthwith reported by a joint telegram to the sending and transhipment stations and to the Assistant Traffic Superintendent, Bengal Central Railway, to be followed by a report in form T. 12. In the absence of any telegram despatched within 24 hours after unloading all goods shall be considered as having been made over in full and undamaged, and the Bengal Central Railway shall be freed from further responsibility in regard to them.

(*d*). It shall be open to the Bengal Central Railway to appoint a Traffic official or officials to inspect the receipt and despatch of goods at Sealdah and Chitpore, and the Eastern Bengal State Railway shall give the said official every facility for so doing.

(*e*). The Bengal Central Railway shall pay claims for shortages and damages duly reported by the Eastern Bengal State Railway as provided for in clause 10 (*c*) above ; other claims shall be paid by the Eastern Bengal State Railway.

(*f*). **Charges for handling at Sealdah, Chitpore, Chitpore Ghât, etc.**—The Eastern Bengal State Railway shall deal with all local traffic at Sealdah, Chitpore, Chitpore Ghât and traffic at Chitpore Ghât for river delivery conveyed to and from those stations in Bengal Central Railway trains, the Bengal Central Railway to pay to the Eastern Bengal State Railway in respect of the loading and unloading or transhipment of such goods at the rates paid from time to time by the Eastern Bengal State Railway for similar services for itself.

(*g*). **Kidderpore Docks traffic to be made over to Port Commissioners at Kidderpore Dock Junction.**—In the case of traffic consigned to the Kidderpore Docks, the Bengal Central Railway trains shall be hauled by the Bengal Central Railway to the Kidderpore Dock Junction station, where, subject to the Port Commissioners consenting, they will be made over to the Dock authorities on terms similar to those entered in the Agreement between the Port Commissioners and the East Indian Railway from time to time.

CLAUSE 11.

Eastern Bengal State Railway to account for traffic in Bengal Central Railway trains to and from Sealdah, Chitpore, etc., and other Port Commissioners' stations.—The station staff of the Eastern Bengal State Railway shall account to the Bengal Central Railway Administration direct for all freight due on goods carried in Bengal Central Railway trains to and from Sealdah, Chitpore, Chitpore Ghât and *viâ*, locally as well as on behalf of the Port Commissioners for goods to and from the Port Commissioners' stations *viâ* Chitpore.

They shall keep such books and registers and submit to the Auditor, Bengal Central Railway, such accounts and returns as shall be required of them by the authorities of the Bengal Central Railway. Only such returns shall be submitted to the Assistant Traffic Superintendent, Bengal Central Railway, as are usually submitted to the Traffic Department, Eastern Bengal State Railway. Such books, registers, accounts, etc., shall be open to inspection by both administrations. Forms and stationery used in connection with the accounts kept and submitted on behalf of the Bengal Central Railway shall be supplied by that Railway. The Kidderpore Docks traffic will be accounted for by the Port Commissioners.

CLAUSE 12.

Outwards and inwards traffic.—In delivering and receiving traffic, the Eastern Bengal State Railway in their dealings with the public and consignees and consignors shall in all respects enforce compliance with the conditions in force from time to time on the Bengal Central Railway for the carriage of traffic.

CLAUSE 13.

Responsibility for accidents.—(*a*) The Bengal Central Railway shall be responsible for all accidents to their own trains while on the Eastern Bengal State Railway. The Eastern Bengal State Railway shall be similarly responsible for accidents to their trains.

(*b*). **Obstruction of line.**—In the event of the Eastern Bengal State Railway line or stations being obstructed by a disabled Bengal Central Railway train, from whatever cause arising, it shall be the duty of the Eastern Bengal State Railway staff to clear the line.

(*c*). **Expenses in connection with removal of disabled Bengal Central Railway trains.**—The expenses incurred, so far as it relates to the removal of the Bengal Central Railway train, shall be recouped by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the Eastern Bengal State Railway.

(*d*). Notice of all accidents, damages, losses, etc., to Bengal Central Railway trains shall be sent in accordance with the rules in force for reporting accidents on the Eastern Bengal State Railway from time to time to the officers of both Railways immediately such losses, accidents, etc., occur.

CLAUSE 14.

(*a*). The Bengal Central Railway shall provide the running staff, and shall supply lamps, oil and other running stores necessary for the equipment of its own trains as well as the way bills and other station forms necessary for its own particular purposes. If gas lighting be adopted the

question will be treated separately. The Bengal Central Railway shall provide its own carriage examining and washing and greasing staff with the necessary tools and stores.

(*b*). The Bengal Central Railway shall supply all engine power for shunting and marshalling its own goods trains, or shall pay the Eastern Bengal State Railway for these services on terms to be mutually agreed upon.

CLAUSE 15.

Working of trains.—(*a*) All trains shall travel over the Eastern Bengal State Railway in accordance with the rules in force on the Eastern Bengal State Railway for the passage of trains, and shall be generally controlled when running over the Eastern Bengal State Railway line by the staff of the Eastern Bengal State Railway, to whom, when on the Eastern Bengal State Railway, the train staff of the Bengal Central Railway shall be subordinate.

(b). **Subordination of Bengal Central Railway train staff.**—In all respects the servants of the Bengal Central Railway working these trains shall be subject to all the rules and regulations of the Eastern Bengal State Railway, in force over these portions of the line for the time being.

(c). **Enforcement of discipline.**—In cases of any breach of rules and regulations by servants of the Bengal Central Railway, the same shall be dealt with by the Heads of the Traffic Departments of the two Railways, and in case of dispute as to the interpretation of the rules and regulations of the Eastern Bengal State Railway, the matter shall be referred to the Manager of the Eastern Bengal State Railway whose decision shall be final.

(d). **Speed and timing of train.**—The speed of trains and times of departure and arrival shall be determined by the Eastern Bengal State Railway from time to time in communication with the Bengal Central Railway.

CLAUSE 16.

Storage of Bengal Central Railway spare goods stock at Sealdah and Chitpore.—The Bengal Central Railway shall be entitled to store on the premises of the Eastern Bengal State Railway at Sealdah and Chitpore a sufficient number of spare goods vehicles to provide for the exigencies of the traffic arising at the station, but shall not use the station as a depôt for surplus stock.

CLAUSE 17.

Free passes.—Either Railway may issue free passes between Dum-Dum Junction and Sealdah, Chitpore and Dock Junction, and send free its own officers' reserved carriages by the trains of either Railway, subject to such restrictions as the traffic of either Railway may require and as may be mutually arranged.

CLAUSE 18.

Settlement of accounts.—All settlement of accounts under this Agreement shall be made monthly.

CLAUSE 19.

Arbitration.—In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both Railways in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and, in such case, the decision of the one Arbitrator, so appointed shall be binding upon both Railways.

CLAUSE 20.

Confirmation of Agreement.—This Agreement to be subject to the confirmation of the *Government of India and the †Board of Directors of the Bengal Central Railway.

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* Sanctioned in Government of India letter No. 1160 R. T., dated the 24th November 1899.
† Approved in Board's letter No. 22, dated the 6th October 1899.

APPENDIX BB.

Agreement between the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (including the RAJPUTANA-MALWA RAILWAY) and the INDIAN MIDLAND RAILWAY (including the UJJAIN-BHOPAL RAILWAY), for interchange of coaching and goods traffic at UJJAIN, and interchange of rolling stock *viâ* UJJAIN, and for the joint working at UJJAIN.

CLAUSE I.

Duration of Agreement.

(*a*) This Agreement shall have effect from the 11th April 1896, the date on which the Ujjain-Bhopal Railway was formally opened for traffic, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway, except as regards any clause in respect of which a different term of notice is especially fixed. But such notice shall expire only on either the 30th June or the 31st December in any year.

(*b*) If either Railway desire at any time to recede from this Agreement in view to a revision of the terms, it is understood that a revised Agreement shall be concluded within the period of notice.

(*c*) In order that this notice of termination of Agreement be valid, it must, in addition to being given in accordance with clause I, section (*a*), be accompanied by a revised draft Agreement covering the modifications proposed, together with a statement giving the grounds for demanding the revision.

CLAUSE II.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, namely:—

I.—Stations, traffic, vehicles, rates, fares, etc., of the Bombay, Baroda and Central India and Indian Midland Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways with which the Bombay, Baroda and Central India and Indian Midland Railways may respectively have through traffic arrangements from time to time.

II.—Bombay, Baroda and Central India Railway Local traffic means all traffic booked between Ujjain station and any stations of the Bombay, Baroda and Central India Railway.

III.—Indian Midland Railway Local traffic means all traffic booked or invoiced between Ujjain station and any station of the Indian Midland Railway.

IV.—Through traffic means all traffic booked or invoiced through between any station other than Ujjain of the Bombay, Baroda and Central India Railway, and any station, other than Ujjain of the Indian Midland Railway.

V.—Bombay, Baroda and Central India Railway through traffic means all traffic of the Bombay, Baroda and Central India Railway between places on the Bombay, Baroda and Central India Railway on either side of Ujjain and passing through that station.

VI.—The joint station staff means all staff of all kinds employed in loading and unloading and transhipping goods and working traffic through and in and out of the joint station, and includes goods and coaching clerks, telegraph signallers, Police, pointsmen, shunters, hamals, mussals, and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VII.—Running staff means and includes drivers, firemen, guards, brakesmen, and all other staff that may be employed from time to time in the actual working of trains.

VIII.—Trains mean and include engines, whether with or without brakes, or other vehicles.

IX.—Traffic receipts mean and include the receipts for all coaching and goods traffic, and for telegrams and all other earnings at the joint station.

CLAUSE III.

Extension of Agreement to other Railways.

The principle of this Agreement, in respect to interchange of traffic, may be extended by each Railway working in connection with it to any other Railway; the two Railways, parties to this Agreement, being responsible to each other for all through traffic so forwarded.

CLAUSE IV.

Rates and fares.

The through rates and fares to be charged by either Railway shall be furnished in lump sums in the form of station-to-station rates, and not at mileage rates for subsequent computation by stations.

CLAUSE V.

Through rates.

The through rates, fares, and charges, shall be the sum of the rates, fares, and charges, calculated in accordance with the preceding clause, or the rates and fares applicable to through booking—where such rates and fares are specially provided—as published in the printed tariff of each Railway; and shall, in the case of goods, include terminal and cartage charges, if any.

CLAUSE VI.

Notice of alteration of rates, etc.

No alteration of rates, classification, rules or conditions, applying to through traffic, shall be made by either Railway without the notice required by Regulation No. 32 of the Railway Conference Regulations of 1893.

CLAUSE VII.

Interchange of traffic.

Coaching and goods traffic of every kind, with the exceptions given below, and also with such special restrictions as may be, from time to time, agreed to by the Heads of the Traffic Departments of the two Railways, shall be freely interchanged between the Bombay, Baroda and Central India and Indian Midland Railways' systems and connected Railways, subject to the following conditions:—

(*a*) The minimum weight of goods for charge shall be half a maund.

(*b*) The minimum charge for goods shall be eight annas in through booking, divisible in mileage proportion.

Exceptions:—

(*a*) Packages weighing more than 10 tons, or exceeding 24 feet long by 7 feet 4 inches broad by 6 feet 11 inches high, outside measurement, shall not be booked through except by special arrangement.

(*b*) But the restriction as to length shall not include girders, long timber, etc., which can be carried on bolster trucks.

CLAUSE VIII.

Responsibility for charge.

(*a*) Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon through traffic.

(*b*) The receiving Railway shall check the invoices, and be responsible for collecting any amounts that may be undercharged, whether booked "paid" or "to pay," with the following exceptions, which must be collected in full by the sending Railway, namely:—

1st.—Charges on live-stock of every description.

2nd.—Charges on all articles, goods or parcels, which, according to the rules of the forwarding Railway, are required to be prepaid.

3rd.—Charges on Commissariat, Ordnance, Medical or other Government stores, which are booked on credit note or which may be prepaid.

4th.—Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages and charges for insurance.

5th.—Charges on all articles booked and carried with owner.

6th.—All errors under one rupee in freight paid by credit notes, other than those referred to in exception (3rd), and all undercharges in freight paid by ledger account.

(*c*) The receiving Railway shall not reduce the charges mentioned in the invoice or through way bill without the consent of the forwarding Railway, except in the case of overcharges, the evident result of errors in classification or computation of freight.

CLAUSE IX.

Division of receipts.

The Audit Offices of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and charges, as quoted for through traffic in accordance with clause V, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Ujjain Junction. A monthly settlement of accounts, based on division sheets, bills and statements as rendered, shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.

CLAUSE X.

Definition of "week."

The "week" shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered—one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

CLAUSE XI.

Definition of "day" and "Railway time."

The "day" shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas Day, and Good Friday shall be treated as ordinary working days.

CLAUSE XII.

Telegrams.

Telegrams on the joint business of the two railways shall be interchanged free.

CLAUSE XIII.

Junction limits.

The distant signals on either side of Ujjain station shall be considered and accepted as the limits of the joint station; but works and way within the indicated limits which are not in joint use, but are used by one only of the parties to this Agreement, shall not be considered as in any way forming part of the joint station.

CLAUSE XIV.

Working and maintenance.

All work within the junction station connected with the traffic working of all descriptions and with the maintenance of joint buildings and works, and the working of the signals up to and including the distant signals on each side, shall be performed by the Bombay, Baroda and Central India Railway, by whom the necessary staff shall be employed, controlled and paid, and the necessary labour and appliances provided, subject to the rule for division of expenses laid down further on; but each railway shall perform the necessary maintenance of the lines and works constructed for its exclusive use.

CLAUSE XV.

Transhipment of goods at junction.

No Indian Midland Railway wagon loaded with goods booked to and from the metre gauge section of the Bombay, Baroda and Central India Railway shall be detained under load beyond 36 hours after arrival at the station, and should any wagon be so detained through default of the Bombay, Baroda and Central India Railway, it shall be subject to a charge for demurrage at the rate of nine pies per ton of carrying capacity of the wagon per hour, except as provided in section (*c*) of Clause XVI. The calculation of penalty charges will commence from the first complete hour after expiry of this period, fractions of hours being disregarded.

CLAUSE XVI.

Penalty for non-supply of wagons at junction.

(*a*) The Indian Midland Railway shall be liable to a penalty of nine pies per hour per ton of such goods booked through to stations of the Indian Midland Railway or connected railways, and requiring transhipment as the Indian Midland Railway may fail to provide wagons for, after 36 hours' notice; such penalty to be levied up to the time the Indian Midland Railway wagons arrive at the station.

(*b*) The calculation of penalty charges will be made as in the case of Clause XV.

(*c*) The penalties laid down in this and the preceding clause shall not apply to girders, timber and such heavy and bulky articles as may, from time to time, be exempted by special Agreement between the General Traffic Managers of the two railways.

CLAUSE XVII.

Receiving railway to accept risk for goods detained for wagons.

After 48 hours all through consignments to and from the metre gauge section of the Bombay, Baroda and Central India Railway shall be at the risk of the railway on to which they are booked through, unless wagons shall have been provided.

CLAUSE XVIII.

Notice of restriction of traffic between the Indian Midland Railway and the metre gauge section of the Bombay, Baroda and Central India Railway.

If, at any time, either line should find itself unable, either from want of vehicle stock or engine power, or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than seven days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said railway shall not be bound to receive more than the quantity so specified.

(*b*) This is, however, not intended to prevent special arrangements being made in case of any accidental interruption rendering the passage of traffic impossible.

CLAUSE XIX.

Settlement of claims.

All claims in connection with through traffic, except as provided in Clause XX of this Agreement, shall be settled in accordance with Regulation No. 35 of the Railway Conference Regulations of 1893. In the case of joint claims, the consent of both railways must be obtained before settlement by either.

CLAUSE XX.

Accidents, etc., at the junction.

(*a*) All damages or accidents which may be caused by the Ujjain Junction Station staff to the public, or to the stock of the two railways, or to the traffic, whether goods or otherwise, and whether through or local, or which by the fault or negligence of the said joint staff, may from time to time arise, or occur, within the limits of the Ujjain Junction Station, and all damages, or losses, or claims, which either of the railways may sustain, or be put to, in consequence of the acts of the junction staff, whether arising from carelessness or otherwise within the limits of the junction station, shall be charged to the joint station expenses account.

(*b*) Each railway shall be separately and individually responsible for damages or accidents caused by its own running, or other staff not being joint station staff, within the limits of the joint station.

(*c*) Any repairs necessary to render Indian Midland Railway stock fit for running shall be effected by the Indian Midland Railway.

(*d*) Notice of damage to Indian Midland Railway stock occurring at the junction shall be given to the local representative of the Indian Midland Railway.

CLAUSE XXI.

Hire of engines and vehicles, and providing engine power for shunting.

(*a*) Each railway shall provide the shunting power and running staff necessary for the shunting and marshalling of its own trains.

The Bombay, Baroda and Central India Railway will provide power and staff to be used for broad gauge joint shunting work, the charges in respect to it, at a fixed rate to be agreed upon by the Locomotive Superintendents of the two railways, being divided between the Indian Midland Railway and the broad gauge section of the Bombay, Baroda and Central India Railway in proportion of the total traffic of the broad gauge railways.

(*b*) Terms for hire of engines and vehicles, and for shunting powers on special occasions, shall be settled, from time to time, by the two managements.

CLAUSE XXII.

Supply of tickets, stationery, etc., lamping of trains and of provision of telegraphs.

(*a*) Each line shall supply passengers and other tickets for booking to its own stations, as well as printed forms, and shall provide lamps and materials for lamping its own trains. But the work of lighting the vehicles shall be done by the joint staff.

(*b*) Each railway shall arrange for, and maintain at its own cost, its own telegraph instruments, batteries, wires and appliances of the Government type. The telegraph staff shall be charged to the joint account.

CLAUSE XXIII.

Arrangement for oiling vehicles.

The necessary arrangements for the examining, cleaning, and oiling of vehicles of all descriptions shall be made and agreed to between the Carriage Departments of the respective lines.

CLAUSE XXIV.

Sanction for joint staff.

The half-yearly Establishment Rolls for the Ujjain Junction Station shall be approved by the Indian Midland Railway. In case, however, of unforeseen pressure of traffic necessitating immediate increase of staff, the Bombay, Baroda and Central India Railway may make such provisional additions as may be necessary, subject to the subsequent concurrence of the Indian Midland Railway.

CLAUSE XXV.

Duties of Joint Station Master.

(*a*) The Joint Station Master shall be equally subject to the orders of the Traffic authorities of the two railways concerned, in respect of the special work of their respective lines as affecting the joint station; he shall perform such duties as are demanded of Station Masters on each railway, and shall render all working and audit returns which are required.

(*b*) The station premises, working, and books shall be open to inspection by the officers of either railway.

CLAUSE XXVI.

Indian Midland Railway staff to obey Bombay, Baroda and Central India Railway rules.

The whole of the staff of the Indian Midland Railway, while within the limits of the joint station, shall obey and be bound by all the rules and regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Bombay, Baroda and Central India Railway, who shall have the same rights and control over the staff of the Indian Midland Railway while within the limits of the joint station, as if they were the staff of the Bombay, Baroda and Central India Railway.

CLAUSE XXVII.

Interchange of rolling stock.

(*a*) The rules for the interchange of rolling stock between railways, as adopted at the Railway Conference of 1893, shall be adhered to, subject to any modifications which may be adopted on a reference through the Government of India in accordance with the rules of procedure, or by mutual consent.

(*b*) Only such rolling stock as shall be approved by the authorities of either railway shall be received over at the junction; and it shall be in the power of the authorities of each line to refuse to receive any rolling stock which may, for any reason, be considered unfit to run on the receiving railway.

(*c*) The cost of transhipment of goods from the vehicles of one line into vehicles of the other line at the junction, which is rendered necessary by the unsuitability of the rolling stock of either line for exchange, shall be paid by the railway owning the unsuitable stock.

(*d*) Open trucks containing damageable goods shall not be sent from one railway to the other without such notice as will admit of efficient arrangements being made for sheeting, if necessary.

CLAUSE XXVIII.

Classification of joint works and way on which interest or maintenance charges or both are leviable.

There shall be seven schedules attached to this Agreement, as under:—

(*a*) *Schedule I*—Shall comprise all works provided by the Bombay, Baroda and Central India Railway for goods transhipment purposes; on the total of this schedule, as it stands from time to time, the Bombay, Baroda and Central India Railway shall be entitled to levy a charge of six-and-a-half per cent. for interest and maintenance by debit to the joint station expenses account No. I.

(*b*) *Schedule II*—Shall comprise all other works provided by the Bombay, Baroda and Central India Railway for the joint use of itself (both broad and metre gauges) and the Indian Midland Railway; on the total of this schedule, as it stands from time to time, the Bombay, Baroda and Central India Railway shall be entitled to levy charges for interest and maintenance at the rates shown in the schedule by debit to the joint station expenses account No. III.

(*c*) *Schedule III*—Shall contain as a record the jobs for which the broad gauge lines are to pay the Bombay, Baroda and Central India Railway outright, *each paying half*, but on which no charge for interest or maintenance is to be levied.

(*d*) *Schedule IV*—Shall comprise works and way erected at the cost of the broad gauge lines and used by them only; on which the Bombay, Baroda and Central India Railway shall be entitled to levy charges for maintenance, at the rates shewn in the scheudle, by direct debit to the two broad gauge lines, *half to each*.

(*e*) *Schedule V*—Shall comprise all works provided at the cost of the Bombay, Baroda and Central India Railway, but used jointly by the two broad gauge lines only; on the total of this schedule, as it stands from time to time, the Bombay, Baroda and Central India Railway shall be entitled to a charge for maintenance and interest, at the rates shewn in the schedule, by debit to the joint station expenses account No. II.

(*f*) *Schedule VI*—Shall comprise works, other than for transhipment purposes, provided by the Indian Midland (Ujjain-Bhopal) Railway for the joint use of itself and the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) Railway (both broad and metre gauges); on the total of this schedule, as it stands from time to time, the Indian Midland Railway shall be entitled to levy charges for interest and maintenance, at the rates shewn in the schedule, by debit to the joint station expenses account No. III.

(*g*) *Schedule VII*—Shall comprise works and way provided at the cost of the Indian Midland (Ujjain-Bhopal) Railway, but used jointly by broad gauge lines only; on which the Indian Midland Railway shall be entitled to levy charges for maintenance, at the rates shewn in the schedule, by direct debit to the two broad gauge lines, *half to each*.

Further outlay.

Funds for all outlay on joint works (not including permanent-way) shall be provided by the Bombay, Baroda and Central India Railway for the works specified in Schedules I to V and by the Indian Midland Railway for the works specified in Schedules VI and VII. All outlay, whether for new works (major or minor), additions, alterations, furniture and plant, shall be executed on plans and estimates, which, together with the incidence of cost, shall be agreed to by the two railways before the work is commenced. The incidence of cost will be determined by the following rules so far as the works to be provided by the Bombay, Baroda and Central India Railway are concerned:—

(*a*) All works which, under the rules in force on the Bombay, Baroda and Central India Railway (metre gauge), are chargeable to Capital shall be added to the appropriate schedule.

(*b*) All works chargeable to Revenue shall be added to the appropriate joint station expenses account.

(*c*) All revenue works which are of the nature of new works or additions, and which therefore require to be maintained, in addition to having their cost debited to the

appropriate joint station expenses account, shall be entered at the foot of the appropriate schedule of capital works with a suitable charge for maintenance only.

NOTE.—The same arrangement will apply in the case of works provided by the Indian Midland Railway.

Maintenance.

All joint works specified in Schedules I to V shall be maintained at the cost of the Bombay, Baroda and Central India Railway, that railway being recouped by the allowance for maintenance shewn in the schedules referred to above.

Similarly, the Indian Midland Railway shall maintain at its own cost the joint works provided by that railway, *vide* Schedules VI and VII.

Commencement of charges.

Interest will run from the following dates :—

(*a*) In the case of previously existing works belonging to the Bombay, Baroda and Central India Railway from the date of opening the junction to the railway concerned.

(*b*) In the case of expenditure specially incurred at the cost of the Bombay, Baroda and Central India Railway or the Indian Midland Railway, as the case may be, for the junction, interest will be calculated on the monthly expenditure as actually incurred.

Maintenance will be charged from the date on which a work is completed.

CLAUSE XXIX.

Division of joint expenses and interest charges.

The working expenses and interest and maintenance charges at Ujjain Junction shall be divided in the manner laid down below :—

1. The joint expenses on account of the transhipment of goods traffic exchanged between the broad and metre gauge sections of the Bombay, Baroda and Central India Railway Company's system, and between the Indian Midland Railway and the metre gauge section of the Bombay, Baroda and Central India Railway as detailed below, *viz.*:—

Account No. I.

(i) the cost of establishment employed for transhipment of through goods traffic, and

(ii) the interest and maintenance charges on the cost of tranship platforms, buildings, furniture, equipment, appliances, etc., as given in Schedule No. I, at the rates given therein,

shall be apportioned between the two railways in proportion to the weight of traffic of each line transhipped at Ujjain.

2. The interest and maintenance charges on the cost of works entered in Schedule V attached to this Agreement, at the rates given therein, shall be divided between the Indian Midland Railway and the broad gauge section of the Bombay, Baroda and Central India Railway in proportion of the *total* traffic of the two broad gauge railways.

Account No. II.

3. The remaining working expenses and interest and maintenance charges at the Ujjain Junction joint station shall be apportioned between the two railways in proportion to the weight of traffic of each line dealt with at Ujjain Junction, *i.e.*, of the following traffic :—

Account No III.

Bombay, Baroda and Central India Railway.

(1) Coaching and goods traffic booked from Ujjain Station to Bombay, Baroda and Central India Railway Stations, and *vice versâ*, *i.e.*, total in and out.

(2) Coaching and goods traffic booked *viâ* Ujjain between the broad and metre gauge sections of the Bombay, Baroda and Central India Railway Company's system.

(3) Half of the coaching and goods traffic booked *viâ* Ujjain between Indian Midland Railway stations and Bombay, Baroda and Central India Railway (broad gauge) stations, not including Ujjain Station, *i.e.*, total in and out *viâ* Ujjain.

(4) Half of the coaching and goods traffic booked from Indian Midland Railway stations to Bombay, Baroda and Central India Railway (metre gauge) stations, not including Ujjain Station, and *vice versâ*, *i.e.*, half the total in and out *viâ* Ujjain.

Indian Midland Railway.

(1) Coaching and goods traffic booked from Ujjain Station to Indian Midland Railway stations, and *vice versâ*, *i.e.*, total in and out.

(2) Half of the coaching and goods traffic booked *viâ* Ujjain Station between Bombay, Baroda and Central India Railway (broad gauge) and Indian Midland Railway stations, not including Ujjain Station, *i.e.*, total in and out *viâ* Ujjain.

(3) Half of the coaching and goods traffic booked from Indian Midland Railway stations to Bombay, Baroda and Central India Railway (metre gauge) stations, not including Ujjain Station, and *vice versâ*, *i.e.*, half the total in and out *viâ* Ujjain.

CLAUSE XXX.

Weight of coaching units.

The weight of coaching units and live stock are to be calculated on the following scale :—

Each passenger of whatever class	1 cwt.
„ Child's ticket	56 lbs.
„ Horse or head of horned cattle	1 ton.
„ Sheep, calf, goat or pig	56 lbs.
„ Dog or small animal	1 cwt.
„ Carriage	3 tons.
„ Parcels on actual weight.	

CLAUSE XXXI.

Conference Rules.

In the event of any alterations by a subsequent Conference of any of the Railway Conference Regulations of 1893 referred to herein, the acceptance of such modifications, or any modifications which may be referred through the Government of India, shall be subject to Agreement between the two Companies.

CLAUSE XXXII.

Compensation on termination of Agreement.

Upon the termination of this Agreement, or in the event of works provided under it being no longer required by either of the two railways, the amount in compensation to be paid by each railway for Capital and other expenditure incurred in the provision of joint works shall be determined by mutual agreement or, if necessary, by arbitration, as provided for in Clause XXXIII.

CLAUSE XXXIII.

Disputed points.

All questions which may arise in carrying out these arrangements, upon which the General Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the Indian Midland Railway and the Agent of the Bombay, Baroda and Central India railway, and in case of any difference of opinion between the two railways as to construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either railway to call for an arbitration to be conducted in the ordinary way. The decision of the Arbitrator or Arbitrators nominated by the two Companies, or of the Umpire nominated by such Arbitrators, shall be final and binding upon the two Companies in regard to the matter or matters which may be referred to him or them.

CLAUSE XXXIV.

Confirmation.

This Agreement is subject to confirmation by the Boards of Directors of the Bombay, Baroda and Central India * and Indian Midland Railways, † and by Government.‡

SCHEDULE I.

List of works provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway in the transhipment yard for the joint use of the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [Clause XXVIII (a) of Agreement.]

PARTICULARS.	Actual cost of works.	Rate of interest and maintenance.	REMARKS.
New works.	₹		
Goods transhipment platform	4,099		
Goods shed with office	2,370		
Furniture and appliances	374		
	6,843		
Add—Supervision at 10 per cent.	684		
TOTAL	7,527	½ per cent.	

NOTE.—The interest and maintenance charges on the works entered on this schedule are divisible between the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways, in the manner laid down in Clause XXIX (1) of the Agreement.

* Approved in Boards' letter No. 665, dated the 9th June 1899.
† Approved in Boards' letter No. 20, dated the 19th May 1899.
‡ Sanctioned in Government of India letter No. 710 R.T, dated the 26th July 1899.

SCHEDULE II.

List of works other than for transhipment purposes provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway for the joint use of the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [Clause XXVIII (b) of Agreement.]

PARTICULARS.	Actual cost of works.	Rate of interest and maintenance.	REMARKS.
New works.	R		
Earthwork in filling up and levelling ground in Ujjain yard	19,454		
Alteration of one 4-metre bridge to suit broard gauge lines	866		
New fencing (wires)	298		
Additions and alterations to station building	4,755		
Removing counters from existing telegraph office room to Station Master's room, including fitting	9		
Railing for third class waiting shed	106		
Extension of lamp room	395		
Additions of two sets of rooms each to running room	2,046		
Extension of passenger platform	835		
Joint passenger platform	6,246		
Old rail over-bridge	3,826		
Raising a breast wall round well	471		
Cook-house with servants' quarters for refreshment room	473		
Ten units quarters for clerks	5,052		
Eight units traffic menials' quarters	1,517		
Eight units police quarters	1,747		
Six seated iron latrine for staff	481		
Building twelve new units plate-layers' huts	2,743		
Two gate-lodges with level-crossing gates	780		
Dismantling and rebuilding running room	1,293		
Furniture and appliances	2,109		
TOTAL NEW WORKS	55,502		
Existing works.			
Station building and passenger waiting shed	26,742		
Passenger platform	4,320		
Station latrines	696		
Lamp-room	1,656		
Home and distant signals	1,426		
Station Masters' and Signallers' quarters	2,895		
Police lines, seven units	2,378		
Menials' quarters	2,835		
" "	1,015		
Clerks' quarters, five units	6,106		
Bell of arms, one unit	150		
Latrine for staff	452		
Approach road to passenger platform	1,264		
One 4-metre bridge	4,064		
One irrigation drain	101		
Earthwork in station yard	4,480		
Fencing in station yard and up to distant signal	2,125		
Plantations, trees, and garden	845		
Furniture and appliances	2,638		
TOTAL EXISTING WORKS	66,188		
TOTAL NEW AND EXISTING WORKS	1,21,690		
Add—Supervision at 10 per cent.	12,169		
GRAND TOTAL	1,33,859	6½ per cent.	

NOTE.—The interest and maintenance charges on the works entered on this schedule are divisible between the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXIX (3) of the Agreement.

SCHEDULE III.

List of works provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway for which the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways pay outright, each paying half, *but on which no charge for interest or maintenance is to be levied.* [*Clause XXVIII (c) of Agreement.*]

Particulars.	Actual cost of works.	Rate of maintenance.	Remarks.
	£		
Additions, Alterations, and Dismantlement.			
Alteration to station building	439		
Removing and re-erecting fencing of stone posts and wire complete	194		
Diverting Public Works Department cart-road at east and west level-crossings	3,849		
Dismantling old gate-lodges and gates, including original cost	894		
Old running room dismantled	1,862		
Dismantling and rebuilding present Rajputana-Malwa Railway ashpit, 50 feet long	1,055		
Original cost and cost of dismantling six units plate-layers' huts	1,337		
Removing one-armed distant signal from west to east and adding second arm	254		
Moving, re-erecting, and converting the existing home signal into a three-armed signal	219		
Removing and re-erecting existing water columns	253		
One two-metre culvert dismantled	700		
Original cost of culverts under triangle	400		
Original cost of triangle, deducting value of material removed	2,630		
Dismantling culverts under triangle	21		
Total	14,107	*Nil*	
Add—Supervision at 10 per cent.	...		
Total Works dismantled and re-erected	...		

SCHEDULE IV.

List of works provided by the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways for the joint use of the two broad gauge lines. [*Clause XXVIII (d) of Agreement.*]

Particulars.	Actual cost of works.	Rate of maintenance.	Remarks.
	£		
New Works—Broad gauge ballast and permanent-way.			
Ballast for broad gauge lines between boundary at east end (between Bombay, Baroda and Central India and Ujjain-Bhopal Railways) and west (Rutlam end) distant signal	13,175		
Permanent-way materials for broad gauge lines	1,13,188		
Points and crossings for broad gauge lines	19,998		
Scotch-blocks for do. do.	95		
Buffer stops for do. do.	132		
	1,46,588		
Add—Supervision at 10 per cent.	14,658		
Total Broad Gauge Ballast and Permanent-way	1,61,246	5 per cent.	

Note.—The maintenance charges at the rates mentioned in the schedule are divisible between the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXVIII (*d*) of the Agreement.

SCHEDULE V.

List of works provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway for the joint use of the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [*Clause XXVIII (e) of Agreement.*]

Particulars.	Actual cost of works.	Rate of interest and maintenance.	Remarks.
	₹		
New works.			
Dismantling the curved portion of existing metre gauge goods platform and rebuilding and raising the whole to suit broad gauge lines	1,118		
Alterations to existing metre gauge goods shed	339		
Furniture and appliances	1,009		
Total New Works	2,466		
Existings works.			
Old metre gauge goods shed and platform transferred for use by broad gauge	13,412		
Approach road	962		
Furniture and appliances	175		
Total Existing Works	14,549		
Total New and Existing Works	17,015		
Add—Supervision at 10 per cent.	1,701		
GRAND TOTAL	18,716	6¼ per cent.	

Note.—The interest and maintenance charges on the works appearing on this schedule are divisible between the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXIX (2) of the Agreement.

SCHEDULE VI.

List of works other than for transhipment purposes provided by the Indian Midland (Ujjain-Bhopal) Railways for the joint use of the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [*Clause XXVIII (f) of Agreement.*]

Particulars.	Actual cost of works.	Rate of interest and maintenance.	Remarks.
	₹		
Earthwork in main line from boundary of Bombay, Baroda and Central India and Ujjain-Bhopal Railways to east distant signal	676		
Earthwork in shunting siding	1,040		
East distant signal	350		
Fencing	933		
	2,999		
Add—Supervision at 10 per cent.	300		
GRAND TOTAL	3,299	6¼ per cent.	

Note.—The interest and maintenance charges on the works entered on this schedule are divisible between the Bombay, Baroda and Central India (Rajputana Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXIX (3) of the Agreement.

SCHEDULE VII.

List of works provided by the Indian Midland (Ujjain-Bhopal) Railway for the joint use of the two broad gauge lines. [*Clause XXVIII (g) of Agreement.*]

PARTICULARS.	Actual cost of works.	Rate of maintenance.	REMARKS.
	₹		
Ballast for main line and siding at 20 c. ft. per foot run from boundary between Bombay, Baroda and Central India Railway to east distant signal	2,244		
Permanent-way 3,745 c. ft., at Rs. 6-4-0 per foot . .	23,406		
Buffer stop	150		
	25,800		
Add—Supervision at 10 per cent. .	2,580		
TOTAL .	28,380	5 per cent.	

NOTE.—The maintenance charges at the rates mentioned in the schedule are divisible between the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXVIII (*g*) of the Agreement.

APPENDIX CC.

Agreement for the Construction Maintenance and Working of the Ludhiana-Dhuri-Jakhal Railway by the North-Western Railway on Behalf of the Maler Kotla and Jhind Darbars.

THIS INDENTURE made the sixth day of September 1899 between the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) of the one part and the MALER KOTLA AND JHIND DARBARS of the other part:—

WHEREAS a line of Railway situated partly in British territory and partly in territory lying in the Native States of Jhind Maler Kotla and Patiala and about 79 miles in length is to be constructed on the 5½ feet standard gauge from Ludhiana on the North-Western Railway to Dhuri on the Rajpura-Bhatinda Railway and from Dhuri to Jakhal on the Southern Punjab Railway.

AND WHEREAS the Secretary of State and the Maler Kotla and Jhind Darbars have agreed that the said Darbars shall supply all the funds necessary for construction exclusive of rolling-stock with the stores plant and machinery pertaining thereto and of electric telegraph with the appliances appertaining thereto and that the Government of India shall construct and through the agency of the North-Western Railway maintain and work the said line of Railway from Ludhiana by Dhuri to Jakhal upon the terms and conditions hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. "The North-Western Railway" means the Railway worked by the Secretary of State and now under the control of the Manager North-Western Railway and any alterations and additions that may from time to time during the continuance of this contract be made in or to the said Railway by or with the sanction of the Secretary of State but not so as to include any Railways or works comprised in "the Ludhiana-Dhuri-Jakhal Railway" as hereinafter defined.

2. "The Ludhiana-Dhuri-Jakhal Railway" means the Railway extending from Ludhiana on the North-Western Railway to Dhuri on the Rajpura-Bhatinda Railway and from Dhuri to Jakhal on the Southern Punjab Railway with any improvements alterations and additions of whatever description that may from time to time be made in or to the said Railway by or with the sanction of the Maler Kotla and Jhind Darbars but with the exception of the telegraphs and telegraphic appliances used or to be used thereon.

3 "The Amalgamated Undertaking" means "the North-Western Railway" and "the Ludhiana-Dhuri-Jakhal Railway" (as defined above in clauses 1 and 2 respectively) taken as a whole the intention being that these two Railways under the terms hereinafter contained in this agreement should be worked together as if the two constituted but a single Railway.

4. "Gross receipts" mean and include when not otherwise stated all receipts from coaching and goods traffic and from telegraphs all sums received as rents and all other receipts usually treated as Railway revenue.

5. This agreement shall be taken to have commenced and as having come into force upon the sixth day of September 1899 and shall be subject to revision from time to time and shall be and remain in force until the 31st day of December 1904 and shall be terminable then or on the 1st January or the 1st July in any year thereafter on six months' previous notice in writing being given by either party to this agreement to the other but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

6. The North-Western Railway shall survey and select the best alignment available for the construction of the Ludhiana-Dhuri-Jakhal Railway and shall prepare an estimate of its cost such alignment and estimate of cost being subject to the approval of the Maler Kotla and Jhind Darbars and to the final sanction of the Secretary of State.

7 (*a*). The Maler Kotla and Jhind Darbars shall supply all funds necessary to complete the construction of the Ludhiana-Dhuri-Jakhal Railway as may from time to time be required by the Secretary of State.

7 (*b*). The Government of India shall through the agency of the Director of Railway Construction construct the Ludhiana-Dhuri-Jakhal Railway in a permanent and substantial manner of first class and durable materials according to the standard of the North-Western Railway and shall furnish it with such stores plant machinery and equipment as may be necessary for working the traffic. Steel flat-footed rails 75 lbs. to the yard shall be adopted and deodar sleepers of the same specification as are used on the main line of the North-Western Railway.

7 (*c*). The Secretary of State shall provide the necessary electric telegraph and appliances.

7 (*d*). The Government of India shall with all reasonable despatch construct and make ready for opening the Ludhiana-Dhuri-Jakhal Railway and if possible shall open such railway within two years from the date of this agreement.

8. During the continuance of this agreement the North-Western Railway shall efficiently maintain the Ludhiana-Dhuri-Jakhal Railway and keep the same supplied with rolling-stock plant and machinery in good order as if it were part of the North-Western Railway and shall do all in their power to develop the traffic on the Ludhiana-Dhuri-Jakhal Railway and shall manage use and work the Ludhiana-Duri-Jakhal Railway and shall convey traffic thereon.

10. The Secretary of State shall be the sole judge as to the standard of maintenance to be required and the Revenue Accounts provided for in clause 26 following shall not be considered as finally closed and made up until such time as the maintenance is certified to by the Inspecting Officer appointed under the Indian Railways Act IX of 1890 or any subsisting statutory modification thereof as having been brought up to the standard required and the whole cost of the same debitable to Revenue has been duly charged off.

10 (*a*). The North-Western Railway shall be responsible for all accidents and for loss and damage of every kind (including claims for lost of damaged goods) that shall occur upon the Ludhiana-Dhuri-Jakhal Railway except accidents loss or damage caused by any extraordinary casualty not due to defects in the construction or to the maintenance or working of the said Ludhiana-Dhuri-Jakhal Railway by the North-Western Railway. Should any of the permanent works such as bridges stations buildings or other works upon the Ludhiana-Dhuri-Jakhal Railway fail from causes beyond the control of the North-Western Railway or should any extraordinary casualty occur the case must be regarded as exceptional and the cost of construction or replacement must be charged to Capital or Revenue or divided between them as may be deemed by the Secretary of State proper according to the circumstances of the case.

11. All subsequent works and alterations chargeable to Capital and which may from time to time be agreed upon between the North-Western Railway and the Maler Kotla and Jhind Darbars as necessary for the efficient working of the Ludhiana-Dhuri-Jakhal Railway shall be carried out by the North-Western Railway at the expense of the Maler Kotla and Jhind Darbars.

12. The Secretary of State may from time to time by notice in writing require the carrying out of any alteration or improvement in the Ludhiana-Dhuri-Jakhal Railway or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public or for the effectual working of the Ludhiana-Dhuri-Jakhal Railway. Such notice shall specify the alteration improvement or addition required and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration improvement or addition.

13. Any moneys required by the North-Western Railway for any purpose properly chargeable to the Maler Kotla and Jhind Darbars in connection with the Ludhiana-Dhuri-Jakhal Railway and sanctioned under clause 10 or 11 or required by the Secretary of State under clause 12 shall be provided by the Maler Kotla and Jhind Darbars according to such arrangements as shall from time to time be made between the Maler Kotla and Jhind Darbars and the Secretary of State. The incidence of the cost of all works to be constructed shall be agreed upon before the work is commenced.

14. The area of land required for the Ludhiana-Dhuri-Jakhal Railway whether during or after construction shall be provided free of cost by the Secretary of State in the case of British territory and by the Native States concerned in the case of land lying in Native States' territory. The North-Western Railway shall occupy such land during the period of this agreement but for purposes in connection with the Ludhiana-Dhuri-Jakhal Railway the North-Western Railway shall not acquire either absolutely or for any limited estate any land situate in Maler Kotla Jhind and Patiala territory or any rights or easements in over or in respect of any land so situate. The expression "land" includes as regards the operation of this clause buildings lands and all other hereditaments of whatever description.

15. During the continuance of this agreement the North-Western Raliway shall have entire control of the traffic working of the Ludhiana-Dhuri-Jakhal Railway shall supply all staff required for the supervision and working including that for audit and accounts and shall supply all locomotives and other rolling-stock fuel and working stores required for the efficient working of the Ludhiana-Dhuri-Jakhal Railway.

16. The North-Western Railway shall maintain and keep the Ludhiana-Dhuri-Jakhal Railway together with the plant and machinery and equipment in good repair and good working condition to the satisfaction of the Secretary of State.

17. The North-Western Railway shall cause to be run on the Ludhiana-Dhuri-Jakhal Railway so many trains at such times at such rates of speed between such places and with such conveniences and accommodations as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Maler Kotla and Jhind Darbars.

18. The North-Western Railway shall book goods and passengers from all stations upon the line of the Ludhiana-Dhuri-Jakhal Railway to all such stations upon other lines of railway as the North-Western Railway now or shall from time to time interchange traffic with and shall otherwise extend to the traffic on the Ludhiana-Dhuri-Jakhal Railway all privileges facilities and booking arrangemeuts now or hereafter used or enjoyed by the North-Western Railway in connection with other lines of Railway.

19. The North-Western Railway shall charge such rates fares and tolls and shall make such rules conditions and arrangements in respect of the traffic on the said Ludhiana-Dhuri-Jakhal Railway as are now in force or shall be from time to time within the powers of the Manager North-Western Railway to introduce on the North-Western Railway. Construction and revenue stores required either for the North-Western Railway or any lines for the time being worked by the North-Western Railway or for the Ludhiana-Dhuri-Jakhal Railway shall be carried over the lines of the "Amalgamated Undertaking" at the rates and under the conditions in force for the time being on the North-Western Railway.

20. All services which on the Ludhiana-Dhuri-Jakhal Railway the Secretary of State or the Maler Kotla and Jhind Darbars shall require the North-Western Railway to perform for the Post Office the Military Department the Police Department or any other Department of the State or for high Government and Darbar officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India) the conveyance of Post Office servants when on duty the conveyance of troops and sailors Military and Naval establishments horses and other animals used for military purposes guns military stores and equipments the conveyance of police prisoners and paupers the conveyance of telegraph stores instruments officers and workmen and of any public stores whatever inclusive of stores for any other State Railway shall be performed by the North-Western Railway on the same general conditions and at the same rates and under the same conditions as may for the time being be generally in force on the North-Western Railway.

21 (*a*). The North-Western Railway shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Ludhiana-Dhuri-Jakhal Railway or the business thereof or any of the matters or things included or referred to in this agreement so as at all times to exhibit fully and truly the state of its affairs in relation thereto and the Maler Kotla and Jhind Darbars or any person or persons appointed by them in that behalf shall at all reasonable times have free access to all the books accounts papers and documents of the North-Western Railway relating to the Ludhiana-Dhuri-Jakhal Railway with power to call for or make copies of or extracts from the same.

21 (*b*). The Director of Railway Construction shall supply quarterly reports of progress during the period of construction to the Maler Kotla and Jhind Darbars.

22. The North-Western Railway shall keep the following accounts in regard to the Ludhiana-Dhuri-Jakhal Railway :—

A Capital Account including the Stores Accounts.

A Revenue Account.

23. In the Capital Account of the Ludhiana-Dhuri-Jakhal Railway the following particulars shall be entered to debit and credit respectively (that is to say) :—

To debit.

(*a*) The value at cost price as shown in the accounts of the Ludhiana-Dhuri-Jakhal Railway as and in manner aforesaid inclusive of the railway plant and machinery and equipment supplied by the North-Western Railway as aforesaid.

(*b*) The value as certified by the Maler Kotla and Jhind Darbars of all land provided by them after the date of this agreement for the purposes of the Ludhiana-Dhuri-Jakhal Railway.

(*c*) All moneys which shall be actually expended by the North-Western Railway with the sanction of the Maler Kotla and Jhind Darbars out of the funds provided by them in respect of the Ludhiana-Dhuri-Jakhal Railway upon works plant or machinery the cost of which is chargeable to Capital.

(*d*) All such other sums (if any) as ought to be entered to debit in the Capital Account.

And to credit.

(*e*) All such of the moneys to be received by or on behalf of the North-Western Railway in respect of the Ludhiana-Dhuri-Jakhal Railway as ought under the provisions of this agreement to be treated as received on account of Capital.

(*f*) The value of any land originally debited to the Capital Account of which the North-Western Railway shall have been allowed to take possession for the purposes of the Ludhiana-Dhuri-Jakhal Railway and which shall have been subsequently relinquished.

24. All moneys expended by the North-Western Railway on the Capital Account of the Ludhiana-Dhuri-Jakhal Railway and all other expenses of the North-Western Railway in connection therewith shall from time to time be stated and submitted to the Maler Kotla and Jhind Darbars. The Capital Account shall from time to time be made up and the balance thereon ascertained and stated therein.

25. The gross receipts of the Ludhiana-Dhuri-Jakhal Railway are to be collected and treated as receipts of the North-Western Railway. Moneys such as shall arise from the sale of any property on any occasion other than the replacement of the property sold by other property of the same or a similar character shall be treated as received on account of Capital the residue shall be treated as received on account of Revenue: Provided always that no sale of any property other than stores belonging to the Darbar on any occasion other than such replacement as aforesaid shall be made without the sanction of the Maler Kotla and Jhind Darbars.

26. A Revenue Account for the Ludhiana-Dhuri-Jakhal Railway showing the earnings of the line under the heads prescribed for State Railways and in total the percentage deduction therefrom for working expenses as per clause 27 following shall be prepared by the North-Western Railway half-yearly to the 30th day of June and the 31st day of December in each year or to such other days as may at any time be prescribed for Indian State Railways and shall be regularly submitted by the North-Western Railway to the Maler Kotla and Jhind Darbars. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Maler Kotla and Jhind Darbars but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts.

27. All costs charges and expenses incurred by the North-Western Railway in connection

with the maintenance management use and working of the Ludhiana-Dhuri-Jakhal Railway and the conveyance of traffic thereon inclusive of the use and keep of rolling-stock with plant and machinery of the electric telegraph of the accounts and audit of police of legal expenses and of the compensation for loss or damage incurred through accidents or under clause 10 properly chargeable to Revenue Account shall be paid by the North-Western Railway and in each half-year there shall be deducted from the gross receipts of the Ludhiana-Dhuri-Jakhal Railway fifty-five per cent. of such gross receipts and the balance after making the said deduction shall be paid over to the Maler Kotla and Jhind Darbars.

28. In case any question shall arise whether any expenditure incurred for purposes of the "Amalgamated Undertaking" is to be treated in the whole or in part as a charge incurred on Capital Account or how the same is to be dealt with the question shall be determined on the general principle that Capital is to bear the cost of new works of additional plant and machinery and of substantial improvements of and additions to old works plant and machinery including the cost of any temporary new work the construction of which is requisite for the construction of a work properly chargeable to Capital and that subject to the provisions of clause 10 the cost of repairs restorations renewals replacements and substitutions is to be borne by Revenue. If any difference shall arise between the Maler Kotla and Jhind Darbars and the North-Western Railway as to whether any expenditure incurred by the North-Western Railway on account of the Ludhiana-Dhuri-Jakhal line is properly chargeable to Capital or Revenue the matter in difference shall be referred to the decision of the Secretary of State.

29. In addition to the electric telegraphs already established along or upon the Ludhiana-Dhuri-Jakhal road the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the Ludhiana-Dhuri-Jakhal Railway or any part or parts thereof or any land or works belonging thereto and may maintain and work the electric telegraphs already established or to be established as aforesaid as the Secretary of State shall think fit and it shall be lawful for the Secretary of State for such purposes or any of them to enter at all times by his agents workmen or others on any part or parts of the Ludhiana-Dhuri-Jakhal Railway or the lands or works belonging thereto and to erect place maintain make do and execute thereon all such buildings machinery works appliances acts and things as the Secretary of State shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works and appliances erected or brought by him under the powers conferred on him by this clause on the Ludhiana-Dhuri-Jakhal Railway or on any land or works belonging thereto. The North-Western Railway shall in accordance with the rules in force for the time being on State Railways at all times furnish the Secretary of State with such free passes over the Ludhiana-Dhuri-Jakhal Railway or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction maintenance working or inspection of the electric telegraphs mentioned in this clause or any building machinery works or appliances appertaining thereto.

30. The Secretary of State shall from time to time allow the North-Western Railway to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the North-Western Railway for the purpose of safely or efficiently working the Ludhiana-Dhuri-Jakhal Railway or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the North-Western Railway shall for the time being be allowed to have the use.

31. The North-Western Railway shall from time to time upon demand by the Telegraph Department of the Secretary of State transfer to the credit of that Department the amount which shall from time to time be due for rent maintenance and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time under the last preceding clause have allowed to the North-Western Railway the exclusive use such charges being calculated according to the rules for the time being in force for State Railway telegraphs.

32. The North-Western Railway shall in relation to any electric telegraph or telegraphic appliances of which under clause 30 of this agreement it shall for the time being be allowed to have the use observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway telegraphs.

33. All correspondence connected with the construction maintenance and working of the Ludhiana-Dhuri-Jakhal Railway under any of the clauses of this agreement shall so far as the questions affecting principles and important matters are concerned be conducted between the Manager North-Western Railway for the time being and the Maler Kotla and Jhind Darbars through the medium of the Secretary to the Government of the Punjab in the Public Works Department but in ordinary matters the Maler Kotla and Jhind Darbars shall if they desire to do so correspond with the Manager North-Western Railway direct through their own officials.

34. The Maler Kotla and Jhind Darbars shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this agreement.

35. If there shall be any breach (whether by act or omission or default) on the part of the North-Western Railway or of the Maler Kotla and Jhind Darbars of any of the stipulations or provisions of this agreement performed or observed and the North-Western Railway or the Maler Kotla and Jhind Darbars respectively shall fail to remedy effectually any such breach as aforesaid within six calendar months after notice in writing to remedy the same shall have been given to the Maler Kotla and Jhind Darbars or the North-Western Railway respectively by the Secretary of State the Secretary of State may on or at any time after the expiration of the six calendar months

aforesaid determine this agreement by giving to the North-Western Railway or the Maler Kotla and Jhind Darbars as the case may be notice in writing of such determination.

36. Upon the determination of this agreement under either of the two clauses 5 or 35 or by effluxion of time the North-Western Railway shall give to the Maler Kotla and Jhind Darbars possession of the Ludhiana-Dhuri-Jakhal Railway in good working and efficient order together with the land plant machinery and equipment belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract and all plans books surveys sections printings writings and documents whatsoever in anywise connected with the Ludhiana-Dhuri-Jakhal Railway and all other property (if any) belonging or appertaining thereto and shall pay to the Maler Kotla and Jhind Darbars all moneys in the possession of the North-Western Railway on account of the Ludhiana-Dhuri-Jakhal Railway. And after such possession shall have been given and after all moneys which under this agreement shall have become payable to the Maler Kotla and the Jhind Darbars shall have been duly paid the Maler Kotla and Jhind Darbars shall be bound to indemnify the North-Western Railway its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Ludhiana-Dhuri-Jakhal Railway and which shall be then subsisting.

37. Upon the determination of this agreement the working stores appertaining to the Ludhiana-Dhuri-Jakhal Railway which may have been provided by the North-Western Railway shall if the North-Western Railway so desire be taken over by the Maler Kotla and Jhind Darbars at a valuation to be determined by mutual agreement or if necessary by arbitration.

38. In the event of any difference of opinion arising upon any of the terms of this agreement between the Maler Kotla and Jhind Darbars and the North-Western Railway the matter shall be referred through the Punjab Government to the Government of India whose decision shall be final and binding on all parties.

APPENDIX DD.

Temporary Agreement between the OUDH AND ROHILKHAND RAILWAY and the BENGAL AND NORTH-WESTERN RAILWAY COMPANY for the interchange of goods and coaching traffic at BENARES CANTONMENT JUNCTION and the dealing with BENGAL AND NORTH-WESTERN RAILWAY local coaching traffic at the station.

Memorandum of a temporary agreement made between the Oudh and Rohilkhand Railway (hereinafter called the Oudh and Rohilkhand Railway) and the Bengal and North-Western Railway Company (hereinafter called the Bengal and North-Western Railway), for dealing with the interchanged goods traffic and the local and interchanged coaching traffic of both railways at Benares Cantonment, for the use in common by both Railways of the Oudh and Rohilkhand Railway goods transhipment platform and passenger station and for the use by the Bengal and North-Western Railway of such metre gauge lines and sidings as belong to and are owned by the Oudh and Rohilkhand Railway at that station and its approaches.

CLAUSE 1.

Term of agreement.

This agreement shall come into force from the 1st April 1899, and shall continue in force until superseded by the permanent agreement to be entered into after completion and opening for traffic of the permanent junction station and arrangements now in progress in the Benares Cantonment Junction, but shall be subject to termination on three months' notice being given by either of the parties signatories to the agreement.

CLAUSE 2.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this agreement to bear the meaning and interpretation given below, namely:—

I.—Stations, traffic, vehicles, rates, fares, etc., of the Oudh and Rohilkhand Railway and Bengal and North-Western Railway, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways with which the Oudh and Rohilkhand Railway and Bengal and North-Western Railway may, respectively, have through traffic arrangements from time to time as well as those of the home line concerned.

II.—Oudh and Rohilkhand Railway local traffic means all traffic—Goods or Coaching—booked or invoiced from or to Benares Cantonment Junction Station *viâ* the standard gauge.

III.—Bengal and North-Western Railway local traffic means all traffic—Goods or Coaching—booked or invoiced from or to Benares Cantonment Junction Station *viâ* the metre gauge.

IV.—Interchanged traffic means all traffic booked or invoiced *viâ* Benares Cantonment Junction Station in accordance with terms of this agreement, from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.

V.—Oudh and Rohilkhand Railway passing traffic means all traffic of the Oudh and Rohilkhand Railway between and *viâ* stations on the Oudh and Rohilkhand Railway on either side of Benares Cantonment Junction Station, and which, therefore only passes through that station and is not interchanged with the Bengal and North-Western Railway at the Junction.

VI.—Joint Staff means staff of all kinds employed for dealing with the interchanged goods traffic and the local and interchanged coaching traffic of both railways and for working traffic through and in and out of the joint station, and includes Station Masters, Assistant Station Masters, Coaching Clerks, Telegraph Signallers, Police, Pointsmen, Shunters, Menials, and all other staff employed in receiving and despatching and dealing with trains.

Goods Transhipment Clerks will not, for the present, be considered joint staff, as each railway will provide and pay for its own clerks to make over and take over interchanged goods traffic.

VII.—Running Staff means and includes Drivers, Firemen, Guards, Brakesmen, and all other staff that may be employed from time to time in the actual working of trains.

VIII.—Train means an engine with or (except for the purposes of clause 18) without one or more vehicles attached and running from or to the Benares Cantonment Junction Station under a line clear certificate or other authority to proceed.

IX.—The maund is considered, for all the purposes of this agreement, as consisting of 82·29 pounds divided into 40 seers, and the ton as consisting of twenty-seven maunds.

CLAUSE 3.

Control of station buildings, lines and sidings, *joint staff*, etc., and execution of additions, alterations and renewals.

I.—The station buildings and conveniences, lines and sidings, goods transhipment platform and joint staff at Benares Cantonment Junction station shall be under the absolute control of the Oudh and Rohilkhand Railway, but each railway shall be entitled to work its own trains into and out of the junction station, and to have equal use for traffic purposes under the terms of this agreement of the station buildings and conveniences and the goods transhipment platform.

II.—The Oudh and Rohilkhand Railway shall maintain and renew all existing buildings works and conveniences that may be required for use in common by both railways, and shall from time to time provide the necessary funds for, and shall execute all new works, and all additions and alterations to existing works that may be required either for joint use, or exclusively for the use of the Bengal and North-Western Railway, and shall renew and maintain the same. The decision, as to whether any such additions, alterations, or renewals are necessary and required, shall be the subject of mutual agreement. Upon conclusion of this agreement all net expenditure incurred since it came into force, and which may then become unproductive, will be charged wholly to the Bengal and North-Western Railway, in the case of structures solely erected for the Bengal and North-Western Railway, and a moiety to each of the railways party to this agreement in the case of joint works.

CLAUSE 4.

Junction station limits.

The Distant Signals on the Oudh and Rohilkhand Railway and the Distant Signal on the Bengal and North-Western Railway shall be accepted and considered as the limits of the junction station, and all signals within these limits, as well as the Distant Signals, shall be worked by the Oudh and Rohilkhand Railway for both railways.

CLAUSE 5.

Staff.

I.—The staff for working the local and interchanged coaching traffic and the interchanged goods traffic of both railways shall (except, for the present, Goods Transhipment Clerks, a separate staff of whom shall be maintained by each Railway), be appointed and controlled by the Oudh and Rohilkhand Railway. See also clause 2, VI.

II.—The whole of the staff of the Bengal and North-Western Railway, while within the limit of the junction station, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Oudh and Rohilkhand Railway, who shall have the same rights and control over the staff of the Bengal and North-Western Railway while within the limits of the junction station, as if the were the staff of the Oudh and Rohilkhand Railway itself.

III.—The joint staff shall deal with the traffic of the two railways as if it belonged to one only, no undue preference being given to that of either Railway.

IV.—Debits laid against the joint staff by the Bengal and North-Western Railway for errors in accounts, defalcations, etc., shall, if necessary, be deducted from the salary of the Station Staff or otherwise recovered upon proper representation by the Auditor of that railway.

CLAUSE 6.

Interchange of Traffic.

Coaching and Goods Traffic of every kind shall be freely interchanged between the two Railways with such special restrictions as may be, from time to time agreed to by the Traffic administrations of both railways, and subject to the following conditions, namely:—

(*a*) All packages of less than fourteen seers in weight interchanged shall be booked as Parcels.

(*b*) The minimum charge for Goods Traffic interchanged shall be as for half a maund, and no less charge shall be made than eight annas.

(*c*) No less charge than four annas shall be made upon Parcels Traffic interchanged, except in cases where half parcels rates are charged when the minimum will be two annas.

(*d*) The minimum charge for Goods and Parcels shall be divided in mileage proportion.

(*e*) Packages weighing more than two tons or exceeding 12 feet in length by 5 feet 6 inches in breadth by 6 feet high, outside measurement, shall not be interchanged except by special arrangement, but the restriction as to length shall not include girders, long timbers, etc., which can be carried on bolster wagons.

CLAUSE 7.

Rates and fares.

I.—Each railway shall supply the other, from time to time, with the rates and fares for interchanged traffic between the junction station and their respective stations.

II.—No alterations of rates or fares, or classification affecting the interchanged traffic, shall be made by either Railway without one month's previous notice in writing to the other, and such

notices shall be given so as to come into force only on the 1st of a month, and only by the Traffic Superintendent of either railway to the Traffic Superintendent of the other, respectively.

III.—Each railway shall supply its rates and fares and charges for local coaching traffic to and from the junction station to the joint station staff from time to time. The rules and conditions, applicable to the local traffic—goods or coaching—of the two railways, shall also apply in interchanged traffic, unless otherwise specially notified.

IV.—The distances between the junction station and stations on each railway, respectively, shall be supplied by each railway to the other from time to time.

V.—The actual amount to be charged by each railway on interchanged traffic shall be furnished by the other railway in the form of station-to-station rates in lump sums, in order to avoid any calculation of charges according to distance by stations, except in the case of parcels and other traffic charged on a through mileage.

CLAUSE 8.

Collection of charges.

I.—Each railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon interchanged traffic.

II.—The receiving station shall check the invoices and way bills, and be responsible for collecting any amounts that may be under-charged on all traffic, whether booked "Paid" or "To Pay" with the following exceptions, which must be collected, in full, by the sending railway, namely:—

(*a*) Charges on live stock of every description.
(*b*) Charges on all perishable articles booked either as goods or parcels.
(*c*) Charges on Commissariat, Ordnance, Medical or other Government Stores which are booked on Credit Note, or which may be prepaid in cash.
(*d*) Passenger fares, charges on passengers' luggage, and on carriages, and charges for insurance.
(*e*) Charges on all articles booked and carried in charge of the owner.
(*f*) Charges on all articles either as goods or parcels, which, according to the rules of the forwarding railway, are required to be prepaid. The rules of the forwarding railway in this respect shall be duly notified to the receiving railway.
(*g*) Under-charges on specie, palanquins, and carriages booked by passenger train.
(*h*) All errors of and under one rupee in freight paid by Credit Notes other than those referred to in exception (*c*).

III.—The receiving station shall not reduce the weight of articles or the charges below what is shewn on the invoice or way bill without the consent of the forwarding railway, except in the case of over-charges, the evident result of errors in classification or rate or computation of freight.

IV.—The joint station staff shall collect all the fares, rates, and charges of both railways due on the local coaching traffic to and from the junction station, and these charges, etc., shall be paid to each railway when, and in such manner as may be arranged, from time to time, between the authorities of the two railways.

CLAUSE 9.

Claims.

I.—Claims for compensation, not arising from any act or negligence of the joint station staff, shall be settled and paid by the railway in whose custody the loss or damage occurred.

II.—Claims arising from any act or negligence of the joint staff shall, in the case of local traffic, be settled and paid by the railway whose traffic it is, and in the case of interchanged traffic be divided between the two railways in equal proportion.

III.—All damages or deficiencies in parcels or goods traffic shall be brought to the notice of the authorities of the two railways, as soon as they are discovered, in such manner as may be agreed upon by the traffic administrations, from time to time.

CLAUSE 10.

Telegrams.

Telegrams relating to the joint business of the two railways shall be interchanged free.

CLAUSE 11.

Division of receipts.

I.—The division of the receipts on interchanged traffic shall be carried out weekly by the Audit Offices of the two railways without reference to the end of a month, except that returns will be required for any odd days in a week which may complete the months of June and December in each year, and the receipts for interchanged traffic shall be accordingly divided up to the end of those months, respectively.

II.—The weekly accounts shall be made up to, and shall include the Saturday in, each week, and settlements shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in para. 1 of this clause, and each railway shall have, in division, its own rates and fares, except in the case of minimum charges, as provided in para. (*d*) of clause 6 of this agreement, which shall be divided in mileage proportion on the understanding that all accounts shall be accepted as rendered, and that errors, which may afterwards be brought to notice, shall be adjusted without delay in subsequent accounts by the responsible railway.

CLAUSE 12.

Tickets, returns, inspection of accounts, etc.

I.—Each railway shall provide the tickets, forms, etc., required for its own traffic at the junction station.

II.—The joint station staff shall keep all such books, statements, and returns, as may be required by either railway, and shall render such statements and returns as either railway may require in reference to its own traffic, direct to the authorities of that railway, from time to time.

III.—All joint traffic books and statement at the junction station, and all interchanged goods parcels, and other traffic books of either railway shall be at all times open to inspection by any authorised officer of either railway for any reasonable purpose in connection with the working of this agreement.

CLAUSE 13.

Watering, greasing, and oiling rolling stock.

I.—Each railway shall make its own arrangements for watering its own engines, and also for greasing and oiling and examining and repairing its own engines any other rolling stock at the junction station.

II.—Each railway shall supply lamps, oil, wicks, etc., for, and shall do the work of, lighting its own trains.

III.—Each railway shall provide its own shunting engines fully manned for its own shunting.

CLAUSE 14.

Unclaimed property.

Unclaimed property received at the Benares Cantonment junction station shall be the property of that railway which brought it to the station. When, however, there is any doubt as to by which railway any unclaimed property was brought to the junction station, such property shall be considered the property of the Oudh and Rohilkhand Railway.

CLAUSE 15.

Adoption of Conference Rules.

I.—The rules for the interchange of traffic between railways of different gauges as adopted at the Railway Conference of 1893 shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, and which may be accepted by the railways parties to this agreement, or which may be adopted by mutual consent.

II.—In the event of vehicles of either of the two railways being delayed under load with interchanged goods at the junction station for want of vehicles of the other railway into which the interchange loads can be transhipped, the rules and rates for demurrage, adopted at the Railway Conference of 1893, are to apply.

CLAUSE 16.

The day shall, in all cases, be reckoned as 24 hours, commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras time shall be adopted in all cases. No *dies non* shall be allowed.

CLAUSE 17.

I.—Each railway shall be responsible for all damages or accidents caused by its own running staff within the limits of the junction station.

II.—Except as provided above, each railway shall be responsible for all damages or accidents within the junction station limits which may occur, (*a*) to its own stock, (*b*) to any foreign stock which the railway may have brought to the junction station, and (*c*) to the public or to the traffic in such home or foreign stock.

III.—Notice of all accidents, damages to stock, etc., connected with joint working, which may occur within the limits of the junction station, shall be sent, in accordance with the rules in force, from time to time, for reporting accidents on the Oudh and Rohilkhand Railway, to the officers of the two railways, as soon as possible, after the occurrence of such accidents, damages, etc.

IV.—In the event of the two railways being unable to agree as to the cause of any accident or the incidence of any loss or expenditure incurred thereby as provided in paras. I, II, and III of this clause, the Consulting Engineer to the Government of India for Railways, Lucknow, shall act as sole arbitrator for the decision of the matter, and the two railways agree to accept and abide by such decision when given.

CLAUSE 18.

Charges to be paid by Bengal and North-Western Railway to Oudh and Rohilkhand Railway.

In consideration of the Oudh and Rohilkhand Railway allowing the Bengal and North-Western Railway the use of the station buildings and conveniences, goods transhipment platform and the metre gauge lines and sidings within the limits of the Benares Cantonment junction station, the Bengal and North-Western Railway shall pay to the Oudh and Rohilkhand Railway for the use of the station buildings and conveniences and goods transhipment platform and the joint staff Rs. 2-8-0 per train in or out, and for the use of the metre gauge lines and sidings within the limits of the junction station Re. 1-12-0 per train in or out, making a total of Rs. 4-4-0 per each Bengal and North-Western Railway train as defined in clause 2 (VIII) arriving at or leaving the

Benares Cantonment junction station, but engines without one or more vehicles attached shall be charged only Rs. 2-8-0 for the use of station buildings, etc., as above defined. Such payment shall cover all charges for the use of the Oudh and Rohilkhand Railway way and works and all services of the station staff, excluding charges for handling interchanged traffic, which shall be borne by the two railways in equal proportion.

CLAUSE 19.

Arbitration.

In case of any difference of opinion between the two railways as to the construction of any part of this agreement, or as to its application to any particular case, either railway shall be entitled to call for an arbitration, to be conducted in the usual way, each railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both railways in regard to the matter or matters which may be referred to them or him. But if either of the two railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other railway, such other railway may nominate its own arbitrator, and in such case the decision of the one Arbitrator so appointed shall be binding and conclusive upon both railways.

APPENDIX EE.

An Agreement* made this 3rd day of October 1899 between THE INDIA GENERAL STEAM NAVIGATION COMPANY LIMITED a Company incorporated under the Indian Companies Act 1882 and having its Registered Office at Calcutta and now in liquidation (hereinafter called the old Company) and WILLIAM HENRY CHEETHAM CHARLES CONNING KILBURN and ARTHUR POINTON all of Calcutta Merchants the Liquidators thereof (hereinafter referred to as the Liquidators) of the first part THE INDIA GENERAL NAVIGATION and RAILWAY COMPANY LIMITED a Company incorporated under the English Companies Acts and having its Registered Office at No. 28 St. Mary Axe London E. C. (hereinafter called the new Company) of the second part, and the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) of the third part.

WHEREAS these presents are intended to be read with and as supplemental to the following instruments :—

1. An Agreement† (called the preliminary Agreement) dated the 6th day of January 1897 and made between the Secretary of State of the one part and the old Company of the other part whereby it was provided amongst other things that on payment of the moneys therein mentioned the Secretary of State would execute an Indenture therein referred to being the scheduled contract hereinafter mentioned.
2. An Indenture† (called the scheduled contract) dated the 6th day of January 1897 and made between the Secretary of State of the one part and the old Company of the other part, being a contract or concession for the construction and working by the Secretary of State with moneys supplied by the old Company of a Railway from Mymensing to Jamalpore and conditionally thence to Subhankhali in Eastern Bengal by section 49 of which scheduled contract it is provided that the Registered Office of the old Company should at all times during the continuance of the said contract be situate in Calcutta.

AND WHEREAS by special Resolutions of the old Company duly passed and confirmed at Extraordinary General Meetings thereof held at its Registered Office respectively on the 8th day of March 1899 and the 30th day of March 1899 it was resolved (i) That it was desirable to reconstruct the old Company and accordingly that the old Company should be wound up voluntarily, and that the said W. H. Cheetham C. C. Kilburn and A. Pointon should be and they were thereby appointed jointly and severally Liquidators for the purpose of such winding up (ii) that the said Liquidators should be and they were thereby authorised to make and enter into such sale or arrangement as is contemplated by section 204 of the Indian Companies Act 1882 and in particular to enter into an Agreement with a new Company to be registered in England under the English Companies' Acts and to be named The India General Navigation and Railway Company Limited with a Memorandum and Articles of Association as therein mentioned for the sale to the new Company of the old Company's undertaking business and assets with effect from the 1st July 1899 and upon the terms set forth in the draft Agreement next hereinafter mentioned (iii) that the draft Agreement in the Resolutions referred to should be and the same was thereby approved and the Liquidators or any two or one of them should be and they or any two or one of them were and was thereby authorised pursuant to section 204 of the Indian Companies Act 1882 to enter into an Agreement with such new Company when incorporated in terms of the said draft and to carry the same into effect with such if any modifications as they or he might think expedient AND WHEREAS a copy of the said Resolutions was duly filed with the Registrar of Companies of Calcutta and the same were duly advertised in the Local Government Gazette and in one other Calcutta Newspaper. AND WHEREAS the new Company was duly incorporated and registered in London on or about the 9th day of June 1899 and by the Memorandum of Association thereof it is provided amongst other things (i) That the Registered Office of the new Company would be situate in England and (ii) that the objects for which the new Company was established were *inter alia (a)* to purchase or otherwise acquire the business and good-will of the old Company and all or any of the moveable or immoveable property belonging thereto and to undertake all the liabilities of the old Company in relation to their business and for that purpose to enter into and carry into effect either with or without modification an agreement made in India and expressed to be made between the old Company and its Liquidators of the one part and the new Company of the other part a copy whereof was set forth in the first schedule to the Articles of Association of the new Company (*b*) to establish agencies or branches for carrying on the business of the Company (*c*) to establish a Branch Register or Branch Registers of shares or stock abroad and to register therein all transfers of shares or stock

* Approved of in Government of India letter No. 1657 R. C., dated the 1st September 1899.

† Printed as Appendix V to Part II of the Administration Report on Indian railways for 1896-97.

presented for registration and (*d*) to do all or any of the things therein set forth by or through agents or otherwise and by the said Articles of Association of the new Company it is amongst other things provided (i) That the Directors should forthwith cause to be executed in India on behalf of the Company the said Agreement mentioned or referred to in the said Memorandum and should carry the said agreement into effect with full power nevertheless from time to time to agree to any modification of the terms thereof either before or after the execution thereof (ii) that the Directors should forthwith cause to be opened at Calcutta a Branch Register of Members of the Company resident in India and the Branch Register of shares and stock held in India should be kept at the office of the Managing Agents in Calcutta (iii) that the Directors should provide for the management of the affairs of the new Company abroad in such manner as they should think fit and in particular establish local Boards local managing or consulting committees or local agencies in the United Kingdom or abroad and (iv) that the first Managing Agents of the new Company in India should be the members for the time being composing the firm of Messrs. Kilburn & Co. of Calcutta who should continue to hold such office for such period as is mentioned in the said Articles AND WHEREAS the said agreement referred to in the said Resolutions was executed by or on behalf of the parties thereto in Calcutta on or about the 29th day of June 1899 AND WHEREAS by the said agreement it is amongst other things provided that the old Company and its Liquidators should transfer and the new Company should take over as from the 1st day of July 1899 all and singular amongst other things the said Railway concession meaning thereby the said contract or concession the subject-matter of the scheduled contract AND WHEREAS the Liquidators informed the Secretary of State of the proposed reconstruction of the old Company and of the proposed incorporation of the new Company with a Registered Office in London and requested his sanction to the transfer of the said concession by the old Company to the new Company.

AND WHEREAS the Secretary of State has agreed to the said transfer subject to the conditions hereinafter contained.

AND WHEREAS the office of Messss. Kilburn and Company the Managing Agents of the new Company in Calcutta is situate at No. 4 Fairlie Place Calcutta.

Now these presents witness that the Secretary of State at the request of the old Company and its Liquidators hereby consents to the transfer of the said concession to the new Company subject to the Agreement on the part of the new Company hereinafter mentioned and the new Company in consideration of such consent as aforesaid for itself and its assigns hereby covenants with the Secretary of State in manner following that is to say (i) that the new Company and its assigns will carry out and be bound by the scheduled contract and the terms stipulations and conditions therein contained in like manner as if the new Company and not the old Company had been joined with the Secretary of State as a party to the preliminary agreement and the scheduled contract respectively (ii) that the new Company will so long as the scheduled contract is in existence keep and maintain a branch office in Calcutta to which all communications and notices addressed by the Secretary of State to the new Company in respect of the scheduled contract and the Railway or any other matter therein referred to shall be received and dealt with in the same manner as if such communications and notices had been addressed to and received at the Registered Office of the new Company in London and that all such communications and notices so addressed to and received at such branch office in Calcutta shall be deemed and taken to have been addressed to and received at the Registered Office of the new Company in London and (iii) that the new Company will keep the Secretary of State informed from time to time during the existence of the scheduled contract of the situation of its branch office in Calcutta and of any change in the situation thereof and of any change in the appointment of its Managing Agents in Calcutta. And the new Company hereby declares that the present situation of its branch office at Calcutta is the office of its Managing Agents in India No. 4 Fairle Placie aforesaid.

APPENDIX FF.

Memorandum of Agreement between the BENGAL-NAGPUR RAILWAY COMPANY, LIMITED (hereinafter called the Bengal-Nagpur Railway), and the EAST COAST (STATE) RAILWAY (hereinafter called the East Coast Railway), for the working of traffic over the CUTTACK-KHURDA ROAD Section and for the provision of accommodation and services at the Stations of KHURDA ROAD, BARANG and CUTTACK, as also for the exchange of traffic of all kinds between the two Railways.

CLAUSE I.

Duration of Agreement.—The Agreement shall be considered as having effect from the 1st December 1899, and shall by mutual consent be subject to revision, from time to time, either by addition thereto on wants which have not now been anticipated, or by correction thereof on matters which have been inaccurately determined herein; it shall further be subject to termination on either side at six months' notice, to take effect from the 1st January or 1st July of any year.

CLAUSE II.

Interruption of Agreement.—The working of the agreement shall, however, remain in abeyance during the flood seasons if the Bengal-Nagpur Railway are unable to maintain through connections, giving as early notice as possible of such cessation of working or of the resumption thereof on connections being again made, and being responsible to the East Coast Railway to return all East Coast Railway stock which may be on the Bengal-Nagpur Line. If, however, such stock is not duly returned to the East Coast Railway, or is detained by failure of the temporary bridges, diversions and works at any time, the Bengal-Nagpur Railway shall be responsible and pay to the East Coast Railway the hire as may be mutually agreed upon of such stock, or shall replace the same in their respective classes for the whole period that the stock may be so detained.

CLAUSE III.

Provision of Rolling Stock.—

1. The Bengal-Nagpur Railway shall provide coaching stock for all passenger and coaching traffic between Khurda Road and Cuttack, except for such traffic as will be carried by the East Coast Railway local trains between Puri and Cuttack.

2. All passenger and goods trains shall be worked over the Khurda Road-Barang Section by Bengal-Nagpur Railway engines, excepting such local Puri-Cuttack trains as the East Coast Railway shall desire to work by its own engines.

3. Passengers will be required to change carriages at Khurda Road.

4. Goods traffic may be worked by either of the services above enumerated.

5. All coaching traffic other than by the local Puri-Cuttack trains shall be transferred between the trains of the two railways at Khurda Road.

6. No charge shall be made by the Bengal-Nagpur Railway for mileage or hire over the Barang-Khurda section on their coaching stock or upon goods stock carrying passengers when forming part of their ordinary mail and mixed trains; nor shall any charge be made by either railway for mileage or hire of goods road vans running between Khurda and Cuttack in either direction.

The East Coast Railway shall, however, pay mileage or hire from Barang on all such vehicles belonging to any railway other than the Bengal-Nagpur Railway, and on such stock of the Bengal-Nagpur Railway also, when run on trains other than the ordinary mail and mixed trains of that railway.

7. Khurda Road station, Engine shed and yard and running rooms to be joint as regards use by both railways. As their share of joint station expenses, and to cover all cost of using loco. appliances, engine shed, watering, running rooms, all shunting other than that usually performed by the train engines, etc., the Bengal-Nagpur Railway shall forego their claims for hauling charges of trains on the Khurda Road-Barang Section, any petty loco. repairs done at Khurda Road for Bengal-Nagpur Railway engines shall, however, be paid for by the Bengal-Nagpur Railway.

CLAUSE IV.

Rates and Fares.—

1. Each railway shall charge its own rates and fares, including terminals over its own line, Barang being taken as the point of junction.

2. Each railway shall take all receipts for all trains running on its own line, Barang being the junction point for division of receipts.

CLAUSE V.

Terminal services and accommodation.—

1. The East Coast Railway shall provide a Running Room for Guards at Khurda Road for the use of the Bengal-Nagpur Railway, and the Bengal-Nagpur Railway shall provide similar accommodation at Cuttack.

2. The Bengal-Nagpur Railway shall have free of charge the joint use of the Barang yard and other accommodation already provided there.

3. For all trains, except the Puri-Cuttack local trains, the Bengal-Nagpur Railway shall supply Guards to work the Section Cuttack to Khurda Road, the Guard to be in charge of the trains the whole distance both ways.

4. The East Coast Railway shall supply all Guards to work the Puri-Cuttack local trains, the Guards to be in charge of the trains and work them the whole distance both ways.

5. In case of extra traffic arising, and the Bengal-Nagpur Railway being unable to supply a Guard to work a train under para. 3 above, the East Coast Railway will lend a Guard to meet the emergency, he being considered for the time so employed as a Bengal-Nagpur Railway employé engaged on the work detailed above.

6. The East Coast Railway shall do all the carriage and wagon cleaning, oiling, and greasing and examination of stock of both railways at Khurda Road, and provide a Carriage Examiner, staff and stores for joint use, the cost being shared equally by each railway.

7. The Bengal-Nagpur Railway shall lamp all its trains between Cuttack and Khurda Road.

The East Coast Railway to do the same for all its trains and the Puri-Cuttack local trains.

8. The East Coast Railway shall provide at Cuttack power for its own shunting, and at Khurda Road will marshall and shunt trains for the Bengal-Nagpur Railway under arrangements to be settled by the respective Traffic authorities, no charge being made for the same.

9. The East Coast Railway station staff at Barang shall, for the purposes of this Agreement, be deemed joint station staff, the expenses of the joint station being shared equally by the two railways. The joint staff shall, if required, perform on behalf of both railways all such duties as are demanded of a joint staff, both in local and through booking, and render all Audit and Traffic Returns which may be found necessary, the cash receipts for both railways being sent to the Audit Office, East Coast Railway.

10. The East Coast Railway station staff at Khurda Road shall provide any returns required by the Audit or other authorities of the Bengal-Nagpur Railway, and the Cuttack station staff shall do the same for the East Coast Railway.

11. The whole of the staff of the Bengal-Nagpur Railway while within the limits of Barang station shall obey and be bound by the rules and regulations and instructions issued by the East Coast Railway authorities, the Manager of the latter railway deciding in case of breaches of rules any disputes as to the interpretation of rules. The Guards or the official of either railway running into Cuttack or Khurda Road will be subject in the same way to the orders of the station staff of these places.

12. The ordering of extra and special trains beyond those arranged to run daily between Khurda Road and Cuttack shall be arranged for daily by the Bengal-Nagpur Railway, and the usual yard reports must be wired daily at 6 and 16 hours to the District Traffic Superintendent and Station Master, Khargpur.

CLAUSE VI.

Interchange of Rolling Stock.—

1. Stock shall be interchanged between the two railways in accordance with the Conference Regulations in force for the time being, subject to any further modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Secretary of the Railway Conference, in accordance with the rules of procedure, or by mutual consent, but no rolling stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

2. For the calculation of mileage on stock, or the determination of liability for accidents under clause 12 of the Conference Rules which are not covered by para. XI of this Agreement, or if demurrage on all stock booked short of Khurda Road, Barang station shall be taken as the point of junction to each railway.

3. For the calculation of demurrage on all stock booked to Khurda Road and beyond Khurda Road shall be taken as the point of junction, the time being taken by joint number-takers at that place, except for Bengal-Nagpur Railway coaching stock, for which Khurda Road shall be considered the home station.

CLAUSE VII.

Through Traffic arrangements.—

1. Coaching traffic of all kinds shall be booked through between all stations on both railways, except such stations on either line as may be excluded from time to time by the Traffic authorities of the two lines, and merchandise traffic shall be similarly booked.

2. Through traffic between the East Coast Railway and the Bengal-Nagpur Railway shall be understood to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this Agreement through from any station on one of the two contracting lines, or any line beyond, to any station on the other or any line beyond.

3. The rules and conditions applicable to the local traffic of the two railways shall also apply in through traffic.

4. Unless otherwise specially agreed to, the through rates and fares shall be the sum of the local rates and fares of each railway to or from Barang, respectively.

5. In the case of through minimum and other charges, coaching and goods which are common to both railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage. The minimum charge for goods in through booking shall be eight annas.

6. In through traffic each railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the forwarding railway shall be responsible:—

I.—Charges on live-stock of every description.

II.—Charges on all articles, either goods or parcels, which, according to the rules of the forwarding railway, are required to be prepaid. The rules of the forwarding railway in this respect shall be duly notified to the receiving line.

III.—Charges on Commissariat and Ordnance stores booked under Credit Note.

IV.—Errors under rupee 1 either way in freight paid by Credit Note.

V.—Undercharges in fares of passenger ticket, freight on passengers' luggage, and charges for insurance.

VI.—Charges on all articles booked and carried with the owner.

VII.—Undercharges on specie, palanquins, and carriages booked by passenger train.

7. The receiving railway shall not reduce below the charge mentioned in the invoice or through way bills without the consent of the forwarding railway, except in the case of overcharges, the evident result of error in classification or computation of freight.

8. The distance between Barang and stations on the East Coast Railway and Bengal-Nagpur Railway, respectively, for computing charges shall be supplied by each railway to the other from time to time, but the actual amounts to be charged by each railway shall be furnished by the other Railway in the form of junction rates, and not at mileage rates for subsequent computation by stations.

9. The Audit Office of the two railways shall exchange weekly division sheets, each Railway to have in division its own rates and fares as quoted in accordance with paras. above quoted, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. Each railway shall account for all inwards through traffic within six weeks from the date the invoices pass the junction. A monthly settlement of accounts based on division sheets, bills and settlements as rendered shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay by the responsible railway in subsequent accounts.

10. No goods damageable by fire or water shall be allowed to leave the line of the owning railway in open wagons, except under special arrangement and subject to the provisions of Conference Regulations.

11. The station premises working and books at Barang shall be open to inspection by the officers of either railway.

CLAUSE VIII.

Supply of Forms, Stationery, and Tickets.—Each railway will provide all forms, stationery, and tickets, etc., necessary for its own particular purpose for local and through working, inwards and outwards, both coaching and goods. At Barang local and through tickets, forms, stationery, etc., will be provided by each railway for its own traffic.

CLAUSE IX.

Handling Charges.—

1. For goods booked to and from Barang, the cost of such handling shall be paid for by the railways concerned, and for goods transhipped at Khurda Road and Cuttack on through booked invoices and luggage and parcels on through booked way-bills, the cost will be borne by the transhipping railways, respectively.

2. Each railway to get the terminal on its own local traffic and its terminal on its own line in through traffic.

CLAUSE X.

Telegrams.—Each railway to receive and despatch telegrams on joint business free.

CLAUSE XI.

Accidents.—

1. The cost of all damages caused by the station staff at Cuttack, Barang, Bhubaneswar and Khurda Road to the engines, vehicles or to the traffic in the latter, or to the engines or vehicles of any other railway at which at the time it may be the owning railway, shall be debited jointly in equal proportion.

2. In the case of accidents caused by the individual running or line staff of any one railway not acting at the time under the orders of the joint station staff, the railway whose staff shall have caused the accident shall be responsible for all loss or damage thereby.

3. Notice of all accidents, damages or losses, etc., connected with joint working which may occur within the limits of the joint stations shall be sent in accordance with rules in force on the East Coast Railway, from time to time, to the officers of the two railways immediately such accidents, loss, etc, occur.

CLAUSE XII.

Claims.—

1. All claims on through traffic not covered by clause XI due to the misconduct or carelessness of the joint staff at Barang shall be halved. All claims on the local traffic of either railway similarly arising at Barang shall be charged to the railway concerned.

2. As regards losses and compensation claims on through goods traffic passing Khurda Road, Cuttack or Barang Conference Rule 35 to apply, these places for the purposes of the interpretation of this rule being accepted as joint stations. Any loss debitable under this rule to joint station expenses to be halved. Through traffic for the purpose of this Rule shall be considered to be all traffic interchanged between the two railways.

CLAUSE XIII.

Issue of Free Passes.—Either railway may issue free passes between Khurda Road and Cuttack, and each railway may send free its own officers' reserved carriages by the trains of either railway, subject to such restrictions as the traffic of either railway may require and as may be mutually arranged.

CLAUSE XIV.

Arbitration.—In case of any difference of opinion between the two railways as to the construction of any part of this Agreement, or as to its application to any particular case, either railway shall be entitled to call for an arbitration to be conducted in the usual way, each railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both railways in regard to the matter or matters which may be referred to them or him. But if either of the two railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other railway, such other railway may nominate its own Arbitrator, and in such cases the decision of the one Arbitrator so appointed shall be binding upon both railways.

CLAUSE XV.

Confirmation.—This Agreement shall be subject to the confirmation of the * Government of India and the Board of Directors* of the Bengal-Nagpur Railway.

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*Sanctioned in Government of India letter No. 798 R.T., dated the 20th July 1900.

APPENDIX GG.

Memorandum of Agreement between the BENGAL-NAGPUR RAILWAY and the CALCUTTA STEAM NAVIGATION COMPANY as represented by their AGENTS, MESSRS. HOARE MILLER AND COMPANY, for the establishment of out-agencies in Calcutta and new Stations between Kola and Calcutta for the Bengal-Nagpur Railway Company for the booking and carriage of Goods and Passengers to and from Calcutta and Kola Station on the Bengal-Nagpur Railway, on the banks of the Roopnarain river.

1. The Calcutta Steam Navigation Company agree to act as the Agents of the Bengal-Nagpur Railway in Calcutta and river stations for the receipt of goods and passengers booked from stations on the Bengal-Nagpur Railway and foreign railways *viâ* Kola, and for despatch of goods and passengers from Calcutta and river stations to stations on the Bengal-Nagpur Railway and foreign railways.

2. The Calcutta Steam Navigation Company agree to convey from Kola all goods and passengers booked *viâ* Kola from the Bengal-Nagpur Railway and foreign railways to Calcutta and the intermediate river stations at the maximum rates and fares quoted in Schedule A.

3. The Calcutta Steam Navigation Company agree to convey to Kola all goods and passengers booked *viâ* Kola from Calcutta and intermediate river stations to stations on the Bengal-Nagpur Railway and foreign railways at the maximum rates and fares quoted in Schedule B.

4. (*a*) The Bengal-Nagpur Railway Company agree to pay the Calcutta Steam Navigation Company a monthly sum of Rs. 250, commencing from the 1st July 1899, for the use of the jetties and godowns at Armenian Ghât.

(*b*) The Bengal-Nagpur Railway Company agree to pay the Calcutta Steam Navigation Company a sum of 2 pice per maund as a terminal charge on all goods booked *viâ* Kola to and from Calcutta and river stations, commencing from the 1st of August 1899.

5. The Calcutta Steam Navigation Company agree to be liable to the Railway Company for all loss that may occur in the transit of goods between Kola and the river stations to which goods may be consigned to and from during the period such goods are in their charge. The loss or damage the Calcutta Steam Navigation Company is to be liable for is to be that the Railway Company has to pay for such loss or damage.

6. The Calcutta Steam Navigation Company agree that the payments to be made in paragraphs 2, 3, and 4 are to cover the cost of agency charges, the railway undertaking not to exceed these charges for the portion of the carriage done by the Calcutta Steam Navigation Company in quoting through rates to the public.

7. The Calcutta Steam Navigation Company and the Bengal-Nagpur Railway Company, respectively, agree to deliver all goods at Kola accompanied by properly drawn out invoices. Portions of consignments will be received in transfer under memo. invoices, provided the original invoice has previously come to hand.

8. Manifest showing in full details the cargo actually transhipped shall be supplied by the flats for goods to be discharged at Kola.

9. The Calcutta Steam Navigation Company agree to wire each night to the railway Station Master at Kola the amount of traffic in tons there will be for despatch beyond Kola the following day. Should the limit of 500 tons be exceeded, no demurrage on flats can be claimed, unless it has previously been arranged with the Station Master that he can deal with the traffic in question.

10. The Bengal-Nagpur Railway Company agree that they wire from Khargpur to the Calcutta Steam Navigation Company the total tonnage required each day at Kola, giving at least 24 hours' notice before the consignments are due to arrive by train to Kola.

11. Weekly division sheets will be prepared by the Calcutta Steam Navigation Company and the Bengal-Nagpur Railway Company's Audit Office and submitted to each other, together with all invoices and way bills, as follows :—

(*a*) Division sheet for passengers, luggage, etc., be prepared by the forwarding Company or railway.

(*b*) Division sheet for parcels and goods to be prepared by the receiving Company or railway.

(*c*) The net result of the division sheet for four weeks will be entered in a monthly account of through traffic, and the balance of the account will be paid by the railway to the Company, or *vice versâ*, whether all the freight accounted for has been collected or not.

12. All parcels, way bills, and goods invoices for inward consignments will be accounted for in the week in which the way bill or invoice is received, irrespective of the actual receipt of consignments, or their delivery or collection of freight thereon.

13. Weekly abstracts of forwarded goods and parcels are to be submitted by the Calcutta Steam Navigation Company to the Bengal-Nagpur Railway Company, and *vice versâ*.

14. The Calcutta Steam Navigation Company will be responsible that the Bengal-Nagpur Railway Company and foreign railways are correctly credited with their fares and freight in

the following cases :—Inward goods and parcels, outward passengers, luggage, etc., with the following exceptions :—

(*a*) The booking Company will be responsible for all errors in booking, except in the case of parcels which, under the rules of the forwarding Company, are not required to be prepaid, in which case the receiving Company will be responsible.

(*b*) The receiving Company shall not reduce the weight or the charges of articles below the amounts entered on the parcels, way bills or invoices, without the consent of the forwarding Company.

(*c*) Each Company shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the Company forwarding the goods shall be responsible.

(1) Passenger fares, charges on luggage and live-stock of every description, and parcels booked in charge of owner.

(2) Charges on all perishable and dangerous articles.

(3) Commissariat or Ordnance stores booked, prepaid either by cash or Credit Note.

(4) Under-charges under one rupee in freight by Credit Note tendered by the public.

(5) Insurance charges.

15. This Agreement is terminable on six months' notice on either side.

SCHEDULE A.

PASSENGERS.

From *viâ* Kola to	Calcutta Armenian Ghât.	Budge Budge.	Olooberria.	Gewankhali.
	R a. p.	R a. p.	R a. p.	R a. p.
First Class	3 8 0	3 4 0	2 12 0	2 0 0
Second Class	1 12 0	1 10 0	1 6 0	1 0 0
Intermediate Class	0 14 0	0 13 0	0 11 0	0 8 0
Third Class	0 7 0	0 6 6	0 5 6	0 4 0
First Class Return	5 4 0	4 14 0	4 2 0	3 0 0
Second Class Return	2 10 0	2 7 0	2 1 0	1 8 0

GOODS RATES PER MAUND.

First Class	0 2 0	To all stations.
Second Class	0 3 0	Ditto.
Third Class	0 4 0	Ditto.
Fourth Class	0 5 1	Ditto.
Fifth Class	0 6 1	Ditto.
Special Class	0 1 6	Ditto.
Dangerous Goods	0 9 2	Ditto.

SCHEDULE B.

PASSENGERS.

To Kola from	Calcutta Armenian Ghât.	Budge Budge.	Olooberria.	Gewankhali.
	R a. p.	R a. p.	R a. p.	R a. p.
First Class	3 8 0	3 4 0	2 12 0	2 0 0
Second Class	1 12 0	1 10 0	1 6 0	1 0 0
Intermediate Class	0 14 0	0 13 0	0 11 0	0 8 0
Third Class	0 7 0	0 6 6	0 5 6	0 4 0
First Class Return	5 4 0	4 14 0	4 2 0	3 0 0
Second Class Return	2 10 0	2 7 0	2 1 0	1 8 0

GOODS RATES PER MAUND.

First Class	0 2 0	From all stations.
Second Class	0 3 0	Ditto.
Third Class	0 4 0	Ditto.
Fourth Class	0 5 1	Ditto.
Fifth Class	0 6 1	Ditto.
Special Class	0 1 6	Ditto.
Dangerous Goods	0 9 2	Ditto.

APPENDIX HH.

RAJPIPLA STATE RAILWAY.

Heads of Agreement between the RAJPIPLA STATE now represented by the Dewan (hereinafter called the RAJPIPLA STATE), and the BOMBAY, BARODA and CENTRAL INDIA RAILWAY COMPANY (herein styled the Company), for the working of the RAJPIPLA STATE RAILWAY from ANKLESVAR to NANDOD on the 2′ 6″ gauge (hereinafter called the RAJPIPLA RAILWAY).

1 (*a*). Under the conditions hereinafter recited the Company agree to work on behalf of the Rajpipla State, the Rajpipla Railway and such extensions as it may be agreed upon between the Rajpipla State and the Company to include in this arrangement.

(*b*). The arrangements herein laid down shall be in force for three years, from the date of the opening of the Rajpipla Railway to public traffic; but may, either on expiry of the three years or at the end of any calendar half-year thereafter, be terminated on one year's notice from either party to the Agreement.

2. All communications between the Rajpipla State and the Company under this Agreement shall pass through the Political Agent of Rewa Kantha, and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Rajpipla Railway as are entrusted to him with respect to the railways under the control of the Bombay Government, and take the orders of Government when necessary.

3. The Company shall be subject in all respects, with reference to the Rajpipla Railway, to the same control by the Bombay Government as they are with regard to their own line.

4. The Rajpipla Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level crossings, signals, signal lamps, cash-safes, rolling stock, engine and repairing sheds, provision for water-supply, and all other necessary appliances for working the line, shall be provided by, or at the cost of, the Rajpipla State, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by, or at the cost of, the Rajpipla State.

5. The Company shall maintain and work the Rajpipla Railway, and shall have the entire control of the train and traffic arrangements, appoint all necessary staff, and provide all necessary labour and materials for the proper and efficient maintenance and working of the railway, the cost being borne by the Rajpipla State as laid down in clause 13.

6. The Company shall keep a separate account of the earnings of the Rajpipla Railway, and shall be responsible for the collection of all the revenue appertaining to that railway, including such rents as may be charged under the Company's rules, to any of their servants or the servants of the Rajpipla State occupying dwelling houses, the property of the Rajpipla State; and shall pay the same into the Treasury in the same manner as their own earnings, and shall credit the amounts to the Revenue Account of the Rajpipla Railway.

7. The Company shall furnish the Rajpipla State with weekly returns, both approximate and audited, of the earnings of the Rajpipla Railway with monthly accounts of Capital and Revenue transactions, and at the close of each half-year with a full account both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer for Railways to the Government of Bombay and the Company.

8. (*a*). Advances shall be made by the British Government Treasury to meet the cost of working the Rajpipla Railway and debited to the Company.

(*b*). The account as between the British Government and the Rajpipla State shall be finally adjusted at the close of each half-year as soon as possible, after the Revenue Account is rendered, and the balance in favour of or against the Rajpipla State shall then be paid over to it or by it, as the case may be.

9. (*a*). The fares to be charged for coaching traffic and the rates to be charged for goods traffic shall be fixed, from time to time, by the Agent of the Company in communication with, and subject to the approval of, the Rajpipla State.

(*b*). In the absence of any special agreement between the Rajpipla State and the Company the fares and rates for coaching, goods and miscellaneous traffic, and the classification of goods on the Rajpipla Railway, shall, as far as may be, conform to those generally in force on the Bombay, Baroda and Central India Railway.

10. For the present the fares and rates for local passenger and goods traffic over the Rajpipla Railway shall be as under:—

PASSENGERS.

Upper Class	9 pies per mile.
Lower do.	3 ditto.

Goods.

Special Class Goods	0·25 pie	per md.	per mile.
First Class	0·4	do.	do.
Second Class	0·6	do.	do.
Third Class	0·8	do.	do.
Fourth Class	1·0	do.	do.
Fifth Class	1·2	do.	do.

11. Through goods rates shall be fixed by the Company according to the foregoing scale, or such other scales as may be agreed to from time to time by the Company in communication with, and subject to the approval of, the Rajpipla State.

12. The same terminals shall be charged on different descriptions of traffic on the Rajpipla Railway as on the Bombay, Baroda and Central India Railway, and they shall be divided as under :—

(*a*). On *bond fide* local traffic on the Rajpipla Railway, the whole terminal shall be credited to the receipts of that railway.

(*b*). On through traffic between stations on the Rajpipla Railway and stations on the Bombay, Baroda and Central India Railway, any amount which the Company may have to pay out for cartage shall first be deducted from the terminal, and half the residue of the terminal shall be credited to the receipts of the Rajpipla Railway.

13. The expenses of working the Rajpipla State Railway shall be ascertained and paid by the Rajpipla State as follows :—

(*a*). *Maintenance of Way, Works, etc.*—A separate account to be kept of all wages and stores purchased for the maintenance of the permanent-way, works, and the buildings on the Rajpipla Railway, and the cost thereof, together with the salary of an Inspector, to be charged to the Rajpipla State.

(*b*). *Locomotive* and *Carriage and Wagon.*—A separate account to be kept of all wages and stores for the Rajpipla Railway, and of all expenditure in the maintenance of the Rajpipla Railway rolling stock and shops, and of any work debitable to the Revenue of the Rajpipla Railway done for that line in the shops of the Company, and the cost to be charged to the Rajpipla State.

(*c*). *Traffic.*—A separate account to be kept of all wages and stores for the Rajpipla Railway, and the cost to be charged to the Rajpipla State.

The actual cost of working the station at Anklesvar at the junction of the Rajpipla Railway with the Bombay, Baroda and Central India Railway to be divided between the Rajpipla State and the Company in proportion to the amount of work done for each, which is to be estimated at the close of each half-year, and is to be measured by the amount of traffic, both through and local, dealt with on account of the Bombay, Baroda and Central India Railway and the Rajpipla Railway, respectively, at Anklesvar.

(*d*). *Compensation.*—All compensation of any character for loss or damage, or on account of any accident or occurrence on the Rajpipla Railway arising from any cause for which a Railway Company would, under the law in force in British India, be liable, shall, if paid by the Company, be charged to the Rajpipla State.

(*e*). *Police.*—A separate account to be kept of the wages, stores, and expenses of the Bombay, Baroda and Central India Railway Police employed on the Rajpipla Railway, and the cost thereof to be charged to the Rajpipla State.

(*f*). *Contribution to the Provident Fund.*—One per cent. on the ascertained net earnings of the Rajpipla Railway on completion of the half-yearly accounts to be deducted and paid into the Provident Fund of the Bombay, Baroda and Central India Railway, the benefits of which are to be enjoyed by the employés of the Rajpipla State Railway.

(*g*). *Superintendence.*—A sum equal to 12½ per cent. on the total working expenses, but not less than 300 (three hundred) rupees per mensem, nor more than an average of 800 (eight hundred) rupees per mensem, in the half-year to be charged to the Rajpipla State, to cover the cost of superintendence, including the Resident Engineer, the Locomotive Foreman, the District Traffic Superintendent, the Traffic Inspector, general expenses of Management and Audit.

(*h*). *Postal arrangements.*—Mails and Postal Officers on duty shall be carried at the rates and on the conditions which may be in force from time to time on State Railways in British India.

14. All money transactions under this Agreement as between the Bombay Government, the Rajpipla State, and the Company shall be in British Government rupees, and the Company are to accept the British Currency only in payment of fares and rates.

15. Any question or dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, the Rajpipla State, and the Company.

16. The Indian Railways Act and the Standing Regulations of the Company as applicable to the Bombay, Baroda and Central India Railway, as approved by the Governor-General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Rajpipla Railway. The above Act and Standing Regulations shall, within railway limits on the Rajpipla Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried.

17. The telegraph line along the Rajpipla State Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be, from time to time, in force in the case of State railways. The Company shall work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor-General in Council for the adoption and working of licensed railway lines in British India.

18. The foregoing clauses are subject to confirmation by the Government of India* and the Board of Directors of the Company.

* Sanctioned in Government of India letter No. 610 R. T., dated the 25th May 1900.

APPENDIX II.

Schedules to Agreement* between the MADRAS RAILWAY COMPANY AND THE NILGIRI RAILWAY COMPANY for the working of the Nilgiri Railway.

Statement showing the distribution to Joint Account, Nilgiri Railway and Madras Railway, of the cost of works at Mettupalaiyam.

(Approved by the Agent and Chief Engineer, Nilgiri Railway, in his letter No. 2624 of the 8th September 1898.)

No. of items.	Name of work.	Cost of works.	Amount chargeable to Joint Account.	Amount wholly chargeable to Nilgiri Railway.	Amount wholly chargeable to Madras Railway.	REMARKS.
		₹	₹	₹	₹	
	Station works, etc.,—vide *estimate sanctioned in Consulting Engineer's letter No. 599, dated 29th July 1872.*					
1	Station-house, European urinals and platform	18,625	18,625	...	...	
2	Goods shed	8,498	...	...	8,498	
3	Station Master's bungalow	3,692	3,692	...	...	
4	Engine Driver's bungalow	1,678	...	...	1,678	
5	One engine turntable	5,441	...	...	5,441	
6	Three carriage turntables	8,115	...	...	8,115	
7	Engine pit	824	...	...	824	
8	Earthwork in forming station ground	3,709	3,709	...	...	
9	Ballasting	2,212	...	...	2,212	
10	Laying of rails	664	...	...	664	
11	Cost of permanent-way materials	22,966	...	...	22,966	
12	Laying points and crossings	52	...	...	52	
13	Cost of points and crossings	1,980	...	...	1,980	
14	Ditch and mound fencing	123	123	...	...	
15	Semaphore signals	311	...	...	311	
16	Gates	210	210	...	...	
17	Buffer frames	1,004	...	...	1,004	
18	Scotch block	199	...	...	199	
	Estimates sanctioned separately.					
19	Engine shed and siding	2,459	...	...	2,459	
20	Horse platform and carriage dock	1,320	...	...	1,320	
21	Latrines for native passengers	1,448	1,448	...	...	
22	Shed over Madras Railway goods open platform	2,522	...	...	2,522	
23	Luggage office and 3rd class waiting room	2,824	2,824	...	...	
24	Lamp room	643	643	...	...	
25	Extension of loading bank	330	...	...	330	
26	Extension of platform verandah	753	753	...	...	
27	Enclosing shed over Madras Railway goods open platform	757	...	...	757	
28	Alteration to station-house	1,010	1,010	...	...	
29	Four native clerks' houses	2,486	2,486	...	...	
30	Eight huts for porters	1,521	1,521	...	...	
31	Running Guards' bungalow	2,180	...	...	2,180	
32	Temporary quarters for Guards	140	...	...	140	
33	Post office	1,211	...	...	1,211	
34	Deputy Post-Master's bungalow	1,248	...	...	1,248	
35	Front and back verandah for Post office	776	...	...	776	
36	Godown for Brewery Company	3,043	...	...	3,043	
37	Alterations and additions to Brewery godown	260	...	...	260	
38	Godown for Messrs. Stanes and Co., Messrs. Pierce, Leslie and Co.	2,379	...	...	2,379	
	Junction arrangements,—vide *estimate sanctioned in G. O. No. 2675 R., dated 11th November 1892.*					
39	Refreshment room and extension of platform	10,422	10,422	...	...	
40	Transhipping platform and shed	9,890	9,890	...	...	
41	Alteration of sidings	5,338	5,338	...	...	
42	Extra permanent-way materials	5,242	...	...	5,242	
	Estimates sanctioned separately.					
43	Carriage Examiner's bungalow	1,151	...	...	1,151	Actual expenditure.
44	Alteration to native latrine	621	621	...	...	Estimated cost.
45	Proposed watering arrangements	24,060	24,060	...	...	
	TOTAL	1,66,337	87,375	...	78,962	

* Printed as Appendix BB to part II of the Administration Report on Indian railways for 1898-99.

LIST OF BUILDINGS, APPLIANCES, FURNITURE, ETC., HANDED OVER BY THE NILGIRI RAILWAY TO THE MADRAS RAILWAY COMPANY.

Approved to be correct by the Chief Engineer, Madras Railway Company, in his letter to the Agent and Manager, No. C, 107-209, dated the 6th February 1899.

Mettupalaiyam.

Transhiping shed and platform.*
Engine shed for two engines with office attached.
Carriage examining pit.
Temporary workshop behind engine shed.
1 Foreman's bungalow with kitchen, stable and out-houses complete.
1 Driver's bungalow with out-houses, etc.
10 Units menials' quarters.
11 Sets of points and crossings complete.
1 Distant signal complete.
About $\frac{5}{8}$th mile of sidings.

Kallar.

1 Station building complete containing booking and ticket offices, lamp and store rooms and verandah with two separate rooms for Station Master's quarters.
2 Units menials' quarters.
1 Engineering stores.
1 Temporary workshop.
1 Water tank complete with piping, cocks, etc.
About $\frac{1}{2}$ of mile 2″ pipes leading from Kallar River.
1 Platform, 250 feet long.
1 Engine ashpit.
3 Sets of points and crossings.
1 Double-armed station signal complete.
1 Scotch block.
About 500 feet of sidings.
1 Derailing switch and signal.
2 Stop notice boards.
2 Station name boards.
1 Temporary latrine.

Furniture, etc.

2 Tables.
3 Chairs.
2 Benches.
2 Notice boards.
1 Clock with keys.

Adderley.

1 Station building containing Telegraph office with verandah round.
1 Unit Station Master's quarters (temporary).
1 „ Menials. „
1 „ P. W. gang. „
1 Flatform, 60 feet,
1 Iron water tank complete with piping, etc.
1 Masonry tank with $\frac{3}{8}$ mile of 1″ supply pipe from ch. 435.
1 Double-armed station signal.
1 Scotch block.
1 Derailing switch and signal.
2 Stop notice boards.
1 Station name board.
2 Sets of points and crossings.
1 Train siding, 150 feet.
1 Lay-bye, 60 feet.
1 Temporary latrine.

Furniture, etc.

2 Tables.
4 Arm chairs.
1 Notice board.

* Paid for by Madras Railway.

Hillgrove.

1 Station building complete containing booking office, verandah, lamp and store rooms with separate quarters for Station Master; also rest room for Engineering Department.
3 Units menials' quarters.
1 Permanent Way Sub-Inspector's quarters and store.
1 Block (10 units) P. W. quarters.
1 Water tank complete with pipes, cocks, etc., and 1½" pipe from Hillgrove stream.
1 Platform, 250 feet.
1 Engine ashpit.
2 Sets of points and crossings.
1 Double-armed station signal.
1 Scotch block.
1 Derailing switch and signal.
2 Stop notice boards.
2 Station name boards.
1 Temporary latrine.
1 Train siding, 150 feet.
1 Lay-bye, 60 feet.

Furniture, etc.

2 Tables.
6 Chairs.
2 Notice boards.
1 Clock with keys.

Runnymede.

1 Telegraph office (temporary).
1 Station Master's quarters.
1 Menial's quarters.
1 Platform 200 feet.
1 Iron water tank complete with piping cocks, etc., and 1½" pipes from Coonoor River.
1 Double armed station signal.
1 Scotch block.
1 Derailing switch and signal.
1 Station name board.
1 Set of points and crossings.
1 Siding, 350 feet.

Coonoor.

1 Station building complete.
1 Passenger platform, 250 feet.
1 Latrine.
1 Goods shed.
1 Goods platform, 200 feet.
1 Engine shed for two engines.
1 Store shed.
2 Carriage examining pits.
1 Ornamental fountain.
2 Hydrants.
1 Masonry tank with pipes, cocks and valves complete.
1 Station Master's bungalow complete with servant's houses, etc.
1 Block Clerks' quarters.
1 „ Menials' „
2 Name boards.
1 Ornamental lamp post.
1 Distant signal complete with wire and lever, etc.
1 Double-armed home signal.
1 Stop board.
4 Scotch blocks.
11 Sets of points and crossings about ⅝ mile of sidings.
1 Pair level-crossing gates.
1 Drinking fountain.
1 Weighing machine in goods shed.

List of furniture, etc.

4 Tables, office.
1 „ dining, large.
2 „ „ round.
1 „ reund (waiting room).
24 Chairs, common, armed.
24 „ armed and caned.
4 Leather covered easy chairs.
2 „ „ couches.

Coonoor—*concluded.*

3 Side boards (dining room).
1 Kitchen stove.
6 Pairs of green rep curtains with rings, poles, etc., complete.
2 Lavatories complete (English).
2 Water closets „ „
1 Urinal „ „
1 Cheval glass.
2 Sets, blinds.
1 Meat safe.
3 Clocks.

Pictures in frames.

12 Hat pegs, shelves in kitchen, store-room, lamp-room, etc.
12 Name boards of rooms.
1 Wash stand and crockery.
1 Dressing table and glass.
2 Commodes.
3 Towel racks.
3 Door mats.
1 Umbrella stand.
2 Rooms fitted linoleum.

Bawani.

1 Wrought iron tank on iron standards with delivery pipes, cocks, etc., complete.
1 Hand A. pump and piping complete.

Level-Crossing, Ch. 74.

1 Gate lodge complete.
2 Pairs level-crossing gates.
2 Check rails.

Level-Crossing, Ch. O.

1 Gate lodge complete.
2 Pairs level-crossing gates complete.
2 Check rails.
16 Stone mile posts.
48 Ditto ¼, ½, ¾.
42 Gradient posts.
10 Sets posts and chains level-crossings.
6 Rack steam notice boards.

LIST OF LOCOMOTIVES AND ROLLING STOCK, ETC., HANDED OVER BY THE NILGIRI RAILWAY TO THE MADRAS RAILWAY COMPANY.

Approved to be correct by the Locomotive Superintendent, Madras Railway Company, in his letter to the Agent and Manager, No. A. 16225/1513, dated the 25th November 1898.

Description of Articles.		Quantity.	Remarks.
Locomotives	No.	4	Named "Lion," "Tiger," "Leopard," "Panther."
TOTAL		4	
Rolling Stock.			
1st Class Carriages	No.	4	No. from 1 A. to 4 A.
Composites	"	4	" " 1 C. to 4 C.
Brake Vans	"	4	" " 1 C. G. to 4 C. G.
Platform Trucks	"	16	" " 1 P. I to 16 P. I.
TOTAL		28	
Duplicate Parts of Engines.			
Brake Blocks for coupled wheels or adhesion Brake Blocks	No.	14	
Brake Blocks for spare axles or Rack drum Brake straps	"	2	
Steps for carrying axles or Leading, Driving Trailing axle Box brasses	"	6	
Steps for coupling rods or coupling rod bushes	"	4	
Steps for outside connecting rod or big and little end brasses adhesion engine	"	4	
Steps for inside connecting rods or Rack engine big and little end brasses	"	4	
Piston rings for outside cylinders or adhesion Piston rings	"	12	
Piston rings for inside cylinders or Rack Piston rings	"	12	
Slide valves for outside cylinders or slide valves for adhesion engine	"	2	
Slide valves for inside cylinders or slide valves for Rack engine	"	2	
Eccentric liners for inside cylinders or Eccentric rings for Rack engine	"	4	
Tyres in the Rough	"	6	
Tube Ferrules	"	154	
Engine springs with buckles or Engine springs Leading, Driving and Trailing	"	8	
Spur driving wheels or Rack Driving spur wheels	"	4	
Spur Rack wheels or Rack pinion wheels	"	4	
Springs for wheels or springs for Rack pinion complete	"	32	
Boiler Tubes brass	"	50	
Gauge glasses (India Rubber Rings 48)	"	24	
India Rubber Rolling Rings for brake Cylinders	"	4	
Duplicate Parts of Carriages.			
Wheels and axles	Pairs.	2	
Axle Boxes	No.	8	
Bearing Brasses or axle Brasses	"	16	
Compensating Beams	"	1	
Spiral springs for bogies	"	4	
Elliptical bearing springs or Elliptical bogie springs	"	4	
Swing beam hangers or bogie beam hangers	"	8	
Panes window glasses	"	6	
Brake blocks for pinion brake or Brake block Rack	"	2	
Wheel brake blocks or brake blocks adhesion	"	4	
Rubber Rings for Vacuum Brake	"	6	
Roof Lamps	"	32	
Duplicate Parts of Trucks.			
Brake pinion with wheels complete or Rack pinion with carrying brackets complete	No.	1	
Axle Boxes or axle Boxes with brasses	"	10	
Spiral bearing springs A, Spiral bearing springs B, Spiral bearing springs C } Spiral springs	"	8	
Rubber Rings rolling for Vacuum Brake	"	12	
Brake Blocks	"	17	
Buffer springs D, Buffer springs E } or springs volute for buffer	"	3	
Tarpaulins	"	49	

Description of Articles.		Quantity.	Remarks.
Stores.			
Pipes, Copper, 4½"	No.	8	
Pipes, Zinc, 2"	„	2	
Iron bars, round, 1"	bars	10	
Iron bars, round, ½"	„	12	
Iron bars, flat, 2" × ¼"	„	3	
Copper wire	lb.	5	
Pipe, copper, ½"	ft.	26	
Pipe, copper, ¾"	„	11½	
Pipe, copper, ¼"	„	16	
Crucible	No.	1	
Feeders, Tin Oil	„	5	
Cans, Tin Oil	„	7	
Brushes paint of sizes	„	10	
Files of sorts, new	„	32	
Files of sorts, old	„	23	
Oil Linseed, Raw	lb.	25	
Packing gland, Eagle patent	„	27	
Paint black, Ivory powder	„	5	
Paint powder, ochre-yellow	„	5	
Do. do. red	„	30	
Do. emerald green	„	4	
Do. red lead	„	50	
Do. white lead	„	100	
Powder, black lead	„	8	
Paint powder, red oxide of Iron	„	112	
Varnish, copal	gall.	5	
Do. Black, Japan	„	5	
Turpentine	lb.	40	
Cotton waste	„	112	
Flax	„	70	
Soap, soft, Country	„	70	
Brick, bath	„	10	
Worsted, white	„	3	
Cuttle fish shell	„	60	
Iron nails	„	30	
Glass Tube for water gauge	No.	60	
India rubber washer for gauge glasses	„	52	
Tools and Plant.			
Lathe with 1 face plate and set of change wheels for screw cutting ranging from 20 to 120	No.	1	
Benches	„	9	
Tables, Dealwood	„	2	
Table, washing	„	1	
Chair, old	„	1	
Oil Tanks, square	„	4	
Oil Tank stand	„	2	
Lamp Doty	„	1	
Lamp hand, signal	„	1	
Beam scale with weights	Sets	3	
Grinding stone with trough	No.	1	
Bench with Vices (1 screw broken)	„	6	
1 ton Differential Pulley block complete	„	1	
6 tons Differential Pulley block incomplete	„	1	
Portable forges	„	2	
Face plates	„	3	
Tube expanders	„	2	
Traversing Jacks 10 tons	„	2	
Do. do. 18 „	„	2	
Screw Jacks, Haley, 8 „	„	2	
Bear Punches (2 incomplete)	„	3	
Sledge hammers	„	8	
Hand do.	„	11	
Steel Jumpers	„	2	
Tommy bars	„	4	
Bow Saw with 6 spare blades	„	1	
Taps and Dies complete, ¼" to 1½"	Set	1	
Dolly hammer	No.	1	
Pinch bar	„	1	
Bottle Jacks, 4 tons	„	2	
Block Pulley, single	„	1	
Do. double	„	4	
Steel foot rules, 1'	„	2	
Types, letter and Figure	Set	1	
Grindstone	No.	1	
Buckets, Zinc	„	6	
Trestles, Large	„	8	
Do. Small	„	11	

Description of Articles.		Quantity.	Remarks.
Tools and Plant—concluded.			
Pipe cutter and wrench, $1\frac{1}{2}$"	No.	1	
Pipe cutter $1\frac{1}{2}$"	"	1	
Do. 2"	"	1	
Monkey wrenches	"	3	
Hammers, rivetting	"	5	
Do. copper	"	2	
Chisels, cold	"	16	
Pin punches	"	26	
Spanners of sorts, single and double end	"	35	
Mufflers, Spanners	"	3	
Packing hooks	"	3	
Do. Shovels	"	3	
Spanners, Box	"	2	
Spanners, Box Square	"	4	
Spanners, claw	"	4	
Levers for spanners	"	4	
Closed spanners	"	4	
Augers of sizes	"	5	
Chisels of sizes, Carpenter, English	"	4	
Chisels of sorts, Country	"	2	
Plane Rabbit	"	3	
Screw Drivers, Country	"	3	
Plane, Joiners, English	"	1	
Hand vice	"	1	
Turning chisels	"	2	
Fiddle drill	"	1	
Files of sorts	"	19	
Saw, hand	"	1	
Saw, sash	"	2	
Iron, square	"	2	
Plane, Jack	"	2	
Plane, smooth	"	2	
Plane plough with 8 Irons	"	1	
Planes, assorted	"	7	
Chisels, Gauge	"	6	
Spoke shave	"	2	
Adze	"	1	
Carpenters', Cramp	"	1	
Keyhole saw with 4 blades	"	1	
Steel tape, Carpenters'	"	1	
Drill bits	"	1	
Brads	"	48	
Gimlet bits	"	8	
Pincers	"	1	
Oil stone	"	1	
Foot rule, wooden, 2'	"	1	
Anvils	"	3	
Swage Block and stand	"	1	
Tongs of sorts	"	14	
Swages top and bottom	"	30	
Sets top and bottom	"	9	
Brace Crank	"	1	
Rivetting Snaps	"	9	
Set Flat	"	1	
Oil Cans, Tin	"	4	
Oil Feeders	"	4	
Lamps, Miners'	"	6	
Ratchet Brace	"	1	
Ratchet Bits	"	4	

APPENDIX JJ.

Revised* clause 12 of the Agreement,† dated the 1st March 1889, between the EASTERN BENGAL STATE RAILWAY and the INDIA GENERAL STEAM NAVIGATION COMPANY for the working of the goods traffic between GOALUNDO AND CERTAIN RAILWAY RIVER TERMINI.

In the event of the Company carrying goods by the direct service between Calcutta and the stations or marts mentioned in paragraph 9 in excess of the goods carried between Calcutta and these stations or marts respectively by the combined service in any calendar year the Company shall pay as a penalty to the railway three pies per every maund so carried in excess. Provided always that no penalty shall be payable by the Company under this clause in respect of goods which shall be so carried in excess by the direct service by reason of the railway's inability to receive or deliver such goods at any one or more of the railway river terminal stations, and that a margin of five per cent. on the total weight shall be left out of account in calculating any penalty.

The Company shall render monthly to the railway a return of all goods carried by them direct both up and down.

* Approved in Government of India letter No. 479 R. T., dated the 26th April 1900.

† Printed as Appendix Y to Part II of the Administration Report on Indian railways for 1896-97.

APPENDIX KK.

Cancellation* of clause 36 of the Agreement,† dated the 26th June 1895, between the EASTERN BENGAL STATE RAILWAY and the INDIA GENERAL STEAM NAVIGATION COMPANY for the working of the coaching and despatch goods traffic between GOALUNDO AND NARAINGUNGE.

The following clause has been rescinded :—

36. The Company shall guarantee to the Secretary of State, his successors and assigns, during the continuance of this Agreement, the carriage by the railway from Goalundo to Calcutta of 175,000 (one hundred and seventy-five thousand) chests of tea during each year. The railway's share of the rate shall be Ro-7-0 per chest, provided that, if the quantity actually carried falls short of 175,000 (one hundred and seventy-five thousand), the Company shall pay Ro-3-3 per chest only for such shortage.

* Approved in Government of India letter No. 648 R. T., dated the 17th June 1898.
† Printed as Appendix R. to Part II of the Administration Report on Indian railways for 1895-96.

APPENDIX LL.

Addenda* to clause XVII (*a*) of the Agreement,‡ dated the 25th November 1895, between the SOUTHERN MAHRATTA† AND SOUTH INDIAN RAILWAY COMPANIES for working the JUNCTION STATION at DARMAVARAM.

In the case of live-stock and carriages carried by goods train, the following equivalents shall be taken :—

	Ton.
For each horse and pony and head of horned cattle	$\frac{1}{2}$
For each dog, sheep, calf, goat, pig or other small animal	$\frac{1}{10}$
For each carriage	$\frac{1}{2}$

* Sanctioned in Government of India letter No. 1225 R. T., dated the 2nd November 1898.

† Approved by the Boards of the Southern Mahratta and South Indian Railway Companies, in letters No. 337, dated the 12th August 1898, and No. 233, dated the 19th June 1899, respectively.

‡ Printed as Appendix AA to Part II of the Administration Report on Indian railways for 1896-1897.

APPENDIX MM.

Revised* clause 13 with Schedule A of the AGREEMENT† between the EAST INDIAN AND EASTERN BENGAL STATE RAILWAYS, having effect from 1st April 1887, for the interchange of coaching and goods traffic *viâ* NAIHATI JUNCTION.

Clause 13.

(*a*). The Eastern Bengal Railway shall construct and maintain the necessary buildings and conveniences for the traffic and staff at the Naihati Station in accordance with the plans or drawings agreed on between the two railways for the accommodation of the traffic of the two railways, but such buildings and conveniences shall be under the absolute control of the Eastern Bengal Railway.

(*b*). The East Indian Railway, for the use of such buildings and conveniences so to be provided by the Eastern Bengal State Railway, shall pay to the Eastern Bengal State Railway a rent on the following scale upon half the outlay incurred by the Eastern Bengal State Railway as exhibited in Schedule A appended hereto.

For land, 4 per cent. per annum or such other rate as may be fixed for the time being to cover interest on the cost of the land.

For joint structures (including earth-work), machinery and plant (including furniture), 6½ per cent. per annum to cover interest and maintenance.

For ballast, rails, sleepers, rail or sleeper fastenings or fittings, points and crossings, 9 per cent. per annum to cover interest and maintenance.

All expenditure incurred on additions that may hereafter be agreed upon by the two lines as necessary to the joint working shall be added to the amount on which interest as aforesaid is to be paid by the East Indian Railway, which shall further pay interest as aforesaid on the cost of all existing buildings, quarters, lines, sidings and other conveniences within the three distant signals which shall be agreed upon by the two railways as necessary to the working of Naihati Station.

* Sanctioned in Government of India letter No. 502 R.T., dated the 1st June 1899, and in Board Directors' letter No. 43, dated the 10th March 1899.

† Printed as Appendix J to Part II of the Administration Report on Indian railways for 1887-1888.

SCHEDULE A.

Statement shewing the Buildings and Sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways.

ITEMS.	COST.			Total.	REMARKS.
	Sidings.	Buildings, etc.	Land.		
OLD WORKS.	₹	₹	₹	₹	
1. Station building with platforms, complete, as per Mr. Granvil's estimate	...	35,000	...	35,000	
Permanent-way in main line between the distant signals	24,300	...	...	24,360	
Permanent-way in sidings at Naihati	18,013	...	...	18,013	
Ballast	18,800	...	...	18,800	
Disc signals	...	720	...	720	
Points	1,620	...	...	1,620	
Crossings	1,050	...	...	1,050	
Earth-work	...	4,000	...	4,000	
Carriage dock	...	1,500	...	1,500	
Fencing	...	3,687	...	3,687	
Three signals	...	1,700	...	1,700	
Culverts	...	1,000	...	1,000	
Point lodges and gate houses	...	1,000	...	1,000	
Total cost of Old Works	63,783	48,607	...	1,12,390	
Carried over	63,783	48,607	...	1,12,390	

SCHEDULE A—*continued.*

Statement shewing the Buildings and Sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—continued.

ITEMS.		COST.			TOTAL.	REMARKS.
		Sidings.	Buildings, etc.	Land.		
		R	R	R	R	
Brought forward		63,783	48,607	...	1,12,390	
NEW WORKS.						
Junction arrangements with East Indian Railway.						
2. Land, including compensation for huts, trees, etc.		...	...	77,685	77,685	Estimated amount.
CONSTRUCTION OF LINES.						
3. Earth-work in filling up tanks and holes, throwing up embankments, etc.						
Dressing surface						
Turfing		...	20,470	...	20,470	
Cleaning sites of work, including cutting and carrying trees out of the way		...	...	...	...	
Earth-work for engine shed, and turntable siding		...	...	...	...	
Contingencies at 5 per cent.		...	...	...	...	
Minor Bridges.	R					
4. Extending two, and building two other culverts, including Contingencies at 5 per cent.	3,978	...	3,978	...	3,978	
Road Crossings.	R					
5. Gates for level-crossings						
Gate post, old rails	150	...	150	...	150	
Road in front of Shama Churn Chatterjee's House.						
	R					
Earth-work, including soling and metalling consolidations	496	...	496	...	496	
Iron rail fence, including painting, Contingencies at 5 per cent.	600					
	1,096	...	600	...	600	
Carried over		63,783	74,301	77,685	2,15,769	

SCHEDULE A—*continued.*

Statement shewing the buildings and sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—continued.

Items.		Cost.			Total.	Remarks.
		Sidings.	Buildings, etc.	Land.		
		₹	₹	₹	₹	
Brought forward		63,783	74,301	77,685	2,15,769	
Fencing.						
6. Erecting new fence	₹ 987	...	987	...	987	
Taking up and refixing existing fencing	136	...	136	...	136	
Ballast and Permanent-way.						
7. Ballast, including spreading and ballast for engine shed and turntable sidings		66,953	...	...	66,953	
8. Permanent-way		1,05,083	...	...	1,05,083	
Laying do.						
Dead buffer						
Do. (old rails)						
Engine Shed and Turntable Sidings.						
Permanent-way						
Laying do.						
Stations and Buildings, Stations and Offices.						
9. Wooden huts for pointsmen	₹ 583	...	583	...	583	
Over-bridge on platform	...	...	9,126	...	9,126	
Building new Down Platform.						
Brick-work	₹ 2,403					
Concrete	1,771					
Earth-work	591					
Pointing	159					
Metalling	850					
Pale and space fencing	630					
	6,404	...	6,404	...	6,404	
Local Platform.						
Earth-work in excavation	₹ 80					
Earth-work filling	856					
Brick-work	3,162					
Cement pointing	193					
Metalling	915					
Platform lamps	286					
	5,492	...	5,492	...	5,492	
Carried over		2,35,819	97,029	77,685	4,10,533	

SCHEDULE A—*continued.*

Statement shewing the buildings and sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—continued.'

Items.		Cost.			Total.	Remarks.
		Sidings.	Buildings, etc.	Land.		
		R	R	R	R	
Brought forward .		2,35,819	97,029	77,685	4,10,533	
Dismantling existing Down Platform.						
Pulling down and removing corrugated iron shed . 250						
Earth-work . . 203						
Contingencies at 5 % . . . 270						
	723	...	723	...	723	
Staff quarters.	R					
10. House for Yard Foremen, including out-offices .	11,343					
Station Masters' quarters .	1,312					
Quarters for Booking Clerks and Telegraph Signallers . . .	2,563					
Cook-houses . .	145					
Menials' quarters, containing 36 rooms . .	11,166					
		...	26,529	...	26,529	
Station Machinery.	R					
11. Points and crossings for engine shed and turntable sidings . .	9,823					
Wooden junction main signals with four arms, including fittings, lamps, etc. . .	295					
Distant signals for East Indian Railway lines, including making apparatus . . .	834					
	10,952	9,823	1,129	...	10,952	
Other Items.						
12. Lying in a short loop siding and erecting a weigh bridge which was subsequently replaced by a 24-ton one		3,095	2,895	...	5,990	
13. Four five-seated Horbury's patent latrine		...	1,035	...	1,035	
14. Pucca quarters for Traffic menials in place of temporary quarters burnt down		...	1,478	...	1,478	
Carried over .		2,48,737	1,30,818	77,685	4,57,240	

SCHEDULE A.—*concluded.*

Statement shewing the buildings and sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—concluded.

Items.	Cost.			Total.	Remarks.
	Sidings.	Buildings, etc.	Land.		
	₹	₹	₹	₹	
Brought forward .	2,48,737	1,30,818	77,685	4,57,240	
15. Accommodation for one Head Constable and four Constables .	...	1,260	...	1,260	
16. Godown under over-bridge staircases	...	313	...	313	
17. Loading gauge	...	35	...	35	
18. Shelter shed on down platform .	...	695	...	695	
19. Grouping points . . .	1,570	...	...	1,570	
20. Extension of down platform siding	4,458	143	...	4,601	Earth-work . ₹ 143 Ballast . . 1,168 Permanent-way . . 3,290 Total . 4,601
21. Cross over in goods yard . .	1,139	...	...	1,139	
22. Erection of telephone . . .	...	331	...	331	
23. Constructing a covered way on the Island platform . . .	...	5,546	...	5,546	
24. Tiling the station waiting room with Burn and Company's tiling	...	337	...	337	
25. Trains office at Naihati . .	...	1,426	...	1,426	
26. Waiting room for Native females .	...	370	...	370	
27. Extending the shed to 100 feet on the down platform . .	...	420	...	420	
28. Over-bridge for foot passengers at Tallpukur (level-crossing gate No. 34), north of Naihati station	...	5,083	...	5,083	
29. Sinking a pucca well . .	...	1,691	...	1,691	
30. Constructing sick line and sidings, etc., for interchange of goods traffic, including an additional over-bridge	16,501	10,495	...	26,996	
Total .	2,72,405	1,58,963	77,685	5,09,053	

APPENDIX NN.

Modified* Clause 13 of AGREEMENT† between THE INDIAN-MIDLAND RAILWAY COMPANY and the GOVERNMENT OF HIS HIGHNESS THE MAHARAJA SCINDIA OF GWALIOR for working the BINA-GOONA RAILWAY.

13. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the railway, and the conveyance of traffic thereon, shall be paid by the Company; provided that, in the event of the telegraph lines and instruments not being the property of the railway, the cost of rent of the same shall be a charge against the railway.

* Approved in Government of India letter No. 596 R. T., dated the 20th June 1899, and in Board of Directors' letter No. 7, dated the 17th February 1899.

† Printed as Appendix EE to Part II of the Administration Report on Indian railways for 1896-1897.

APPENDIX OO.

Modification* of Clauses 10 and 12 of the AGREEMENT† between HIS HIGHNESS THE MAHARAJA OF KOLHAPUR and the SOUTHERN MAHRATTA RAILWAY COMPANY for work ng the KOLHAPUR STATE RAILWAY.

Clause 10.

The working expenses of the State Railway shall be arrived at in the following manner. The expenses of working and maintaining the Southern Mahratta Railway (including for the purposes of this clause the other worked lines) and the Kolhapur State Railway shall be defrayed in the first instance by the Company, and from the total sum there shall be deducted charges for New Minor Works and Government Supervision, which shall be debited direct to each of the Railways concerned, and the balance will be divided between the two railways in the ratio of the gross earnings of each.

Clause 12.

From the gross earnings of the State Railway there shall be deducted charges for New Minor Works and the working expenses ascertained as explained in clause 10, and the balance, representing the net earnings of the State railway, shall be paid by the Company to the Durbar half-yearly in such manner as may be arranged.

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* Sanctioned in Government of India letter No. 660 R. T., dated the 10th July 1899.

† Printed as Appendix S to Part II of the Administration Report on Indian railways for 1891-1892.

APPENDIX PP.

Modified* Clauses XVII and XVIII (*a*) of the AGREEMENT,† dated $\frac{10th}{15th}$ March 1894, between the BOMBAY, BARODA AND CENTRAL INDIA AND INDIAN MIDLAND RAILWAY COMPANIES for the use by the INDIAN MIDLAND RAILWAY of the standard gauge link and works at Agra.

Clause XVII.

Transhipment of goods at Agra Cantonment Junction.

No Indian Midland Railway wagon or a wagon belonging to any line working in connection with the Indian Midland Railway shall be detained under load beyond 36 hours after arrival at the station, and should any wagon be so detained, through default of the Bombay, Baroda and Central India Railway, it shall be subject to a charge for demurrage at the rate of 9 pies per ton of carrying capacity or the wagon per hour, except as provided in section (c) of Clause XVIII. The calculation or penalty charges to commence from the first complete hour after expiry of this period, fractions of hours being disregarded.

Clause XVIII.

Penalty for non-supply of wagons at Junctions.

(*a*) To protect the Bombay, Baroda and Central India Railway from risk or loss arising from undue delay on the part of the Indian Midland Railway in providing wagons for loading, the Indian Midland Railway shall be liable to a penalty of nine pies per hour per ton of such goods booked through to stations of the Indian Midland Railway or connected railways, as the Indian Midland Railway may fail to provide wagons for, after 36 hours' notice, such penalty to be leviable up to the time the Indian Midland Railway wagons arrive at the station.

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* Sanctioned in Government of India letter No. 702 R. T., dated the 22nd July 1899, and approved in Bombay, Baroda and Central India Railway Board's letter No. 576, dated the 12th May 1899, and in Indian Midland Railway Board's letter No. 20, dated the 19th May 1899.

† Printed as Appendix M to Part II of the Administration Report on Indian railways for 1894-1895.

APPENDIX QQ.

Revised* Clauses 11 and 12 of the AGREEMENT† for the exercise by the EAST INDIAN RAILWAY of running powers over part of the EASTERN BENGAL STATE RAILWAY.

Clause 11.

(*a*) In the case of traffic for *viâ* Chitpore other than Kidderpore Dock traffic diverted *viâ* Chitpore under Clause 8, the East Indian Railway trains shall be hauled by the East Indian Railway engines to Chitpore, where the wagons will be made over to the Eastern Bengal State Railway for transfer to the Port Commissioners' Railway under such conditions as regards mileage and demurrage as may be mutually agreed upon between the East Indian Railway and the Port Commissioners. Traffic from *viâ* Chitpore shall be similarly dealt with.

(*b*) Except in regard to demurrage, East Indian Railway or *viâ* traffic interchanged with the Port Trust Railway shall be treated as though it were Eastern Bengal State Railway traffic and come under the agreement for interchanged traffic between the Eastern Bengal State Railway and the Port Trust Railway, demurrage recovered from the Port Trust Railway in respect of such East Indian Railway or *viâ* traffic being credited to the East Indian Railway.

(*c*) In the case of traffic consigned to the Kidderpore Docks, the East Indian Railway trains shall be hauled by the East Indian Railway to the Kidderpore Dock Junction Station, where they will be made over to the Dock authorities under such condition as may be mutually agreed upon between the East Indian Railway and the Port Trust Railway as modified from time to time.

Clause 12.

(*a*) Traffic to and from Chitpore, Chitpore Ghat, *viâ* Chitpore Ghat for river delivery and Sealdah (including Baliaghatta) shall be dealt with in exactly the same way as if these stations were local stations of the East Indian Railway, any demurrage recovered from the public on account of delays to wagons being credited to the East Indian Railway. The Eastern Bengal Railway, which deals with all traffic at these stations, shall show no undue preference in favour of their own traffic, as against East Indian Railway traffic, or *vice versâ*.

(*b*) The Eastern Bengal State Railway shall deal with all local traffic at Chitpore, Chitpore Ghat, *viâ* Chitpore Ghat for river delivery and Sealdah (including Baliaghatta) conveyed to and from those stations in East Indian Railway trains, the East Indian Railway to pay to the Eastern Bengal State Railway in respect of the loading and unloading of such goods at rates to be agreed on from time to time between the two administrations, such rates not being higher than those paid by the Eastern Bengal State Railway for similar services for itself at Chitpore, Chitpore Ghat for river delivery and Sealdah (including Baliaghatta.)

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* Sanctioned in Government of India letter No. 1211 R. T., dated the 6th September 1899, and approved in Board's letter No. 141, dated the 24th August 1900.

† Printed as Appendix N to Part II of the Administration Report on Indian railways for 1894-1895.

APPENDIX RR.

Addition* of Clause 14½ to the AGREEMENT,† having effect from the 1st April 1887, between the EAST INDIAN AND EASTERN BENGAL STATE RAILWAYS for the interchange of coaching and goods traffic *vid* NAIHATI JUNCTION.

(*a*) All damages or accidents which may be caused by the joint station staff to the public, to the stock of the two railways or to the trains and traffic within the limits of the joint station, and all damages or losses however they may arise, which either railway may sustain or be put to in consequence of the acts or defaults of the joint station staff, within the limits of the joint station, shall be charged to the joint station expenses account.

(*b*) Each railway shall be responsible for damages or accidents caused by its staff other than the joint staff within the limits of the joint station.

(*c*) Notice of all accidents, damages, losses, etc., which may occur within the limits of the joint station shall be sent, from time to time, to the officers of both railways as soon as possible after their occurrence.

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* Sanctioned in Government of India letter No. 302 R. T., dated the 14th March 1900, and in Board's letter No. 14 of 1900.

† Printed as Appendix J to Part II of the Administration Report on Indian railways for 1887-1888.

APPENDIX SS.

Revised Clause 8 of the AGREEMENT,* dated 15th November 1890, between the BENGAL AND NORTH-WESTERN AND EASTERN BENGAL STATE RAILWAYS for the interchange of traffic *vid* KHANWA GHAT.

Clause 8.

The work of transhipment of goods, parcels, passengers' luggage, etc., and the incidence of charges for the same shall be arranged between the traffic managements of the lines, the Eastern Bengal State Railway taking over through goods, parcels, luggage, etc., on the bank opposite to the transfer siding at Khanwa Ghat, and making over through goods, parcels, etc., at the same place, receipts being there and then given. The Bengal and North-Western Railway will lay a ghat line, with transfer sidings taking off it, from the main terminus at Khanwa Ghat to the river bank, as close as possible to the point to which the Eastern Bengal State Railway can bring its boats at a distance of not more than 150 feet from the water's edge.

In the event of the Eastern Bengal State Railway not being able to bring its boats to within 150 feet of the transfer sidings, the transfer of goods, parcels, etc., shall be made on the bank at a point not more than 150 feet from the boats. The Eastern Bengal State Railway will inform the Bengal and North-Western Railway of all changes in the landing places necessitating alterations in the ghat sidings.

* Printed as Appendix P to Part II of the Administration Report on Indian Railways for 1891-1892.

APPENDIX TT.

Modification* of Clause 23 of the AGREEMENT,† dated the 17th March / 5th April 1892, entered into between the EAST INDIAN AND INDIAN MIDLAND RAILWAY COMPANIES for the joint working of MANIKPUR JUNCTION STATION.

All shunting of traffic wagons within the limits of the joint yard by whichever railway's engine performed shall be treated as joint.

The delivery of coal wagons booked to Manikpur for the Indian Midland Railway into the Indian Midland Railway locomotive yard, and the bringing back of such wagons to the joint yard after they have been released, as also the placing of Indian Midland Railway empty wagons in the Indian Midland Railway locomotive yard for loading and withdrawal of the same for despatch, shall also be treated as joint, and the Station Master shall sign certificates on joint account for such work. For the work refered to, or for each separate operation when not done consecutively, the actual time, not exceeding a period of thirty minutes, shall be admitted in the shunting certificates as a joint charge; any time in excess of that shall be excluded from the joint charges and be exclusively an Indian Midland charge.

The charge for the shunting debitable to the joint account will be made at the rate of five miles per hour, at an average cost per train-mile for locomotive expenses calculated in respect of the shunting done by the Indian Midland Railway at the actual expense shewn in the Indian Midland Railway Revenue Accounts for the previous half-year, and in respect of the shunting done by the East Indian Railway at the actual expense shewn in East Indian Railway Revenue Accounts for the previous half-year, *plus* five per cent. thereon in both cases to cover interest on the cost of the locomotive stock used, and the total amount of the charge shall be apportioned as follows:—

One-fifth to the Indian Midland Railway;
Four-fifths to the joint account;

and divided in accordance with the provisions of paragraph 11 of Clause 17 of the joint Agreement.

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* Sanctioned in Government of India letter No. 575 R. T., dated 16th May 1900, and approved in East Indian Railway Board's letter No. 25, dated 9th February 1900.

† Printed as Appendix O to Part II of the Administration Report of Indian Railways for 1891-92.

Index to contracts and working agreements, published in the appendices to the Administration Reports on Indian railways for the years 1880-81 and 1881-82, and in the appendices to Part II of the reports from 1882-83 to 1899-1900.

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Agreement, dated 28th June 1899, between the Eastern Bengal (State) Railway and the — for the exercise by the latter of running powers for coaching trains over part of the Eastern Bengal (state) railway and for performance of terminal services and the provision of terminal accommodation at Sealdah	1899-1900	Z	cccoi
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Bengal-Nágpur Railway—			
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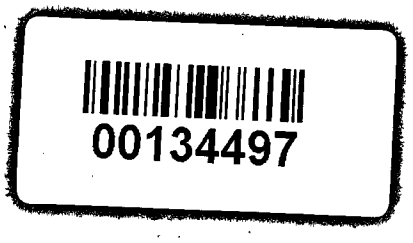

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